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THE

DIRECTORY & CHRONICLE FOR 1906.

Complete Edition

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ESTABLISHED 1857

HONGKONG, WEDNESDAY, JULY 11TH, 1906.

the World \$2.

SPECIAL

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Новоково, Јону 11ти, 1906.

The sometimes heard complaint that the romance of the sea has gone with the windblown ships is not to be instantly admitted. The question arises if the romance has no merely changed in form, to its betterment. Those who paddled along the coast in coracles might as justly have complained of the ocean-going galleons, which added wonderfully to this aspect of scafaring; and romance about the new Cunarder Lucitania. The matter-of-fact statements now appearing in the public press would a few years ago have come quite appropriately from the penof JULES VERNE, without detracting from our admiration of his wonderful imaginative gifts. In mere length, the Canarder launched last month offers some points for ejaculations of amazement. A London paper points out that the combined frontages of the Hotel Cecil and the Savoy equalonly half her length. If an attempt were two funnels and a full half her length showing outside. The biggest basin of the Hongkong and Whampon Dock Company would not conceal her; there would be over two hundred feet, enough for a fair-sized steamer, left outside. There is not enough room, by more than a hundred feet, for the Lusitania to lie between Murray Pier and the Wardley Street Wharf; but wharf accommodation might just be managed by removing Blake Pier and the Ice House Street Pier, and mooring one end

Streek-Wharf. A glanes at the scale-map in the Directory and Chronicle shows that the Lusitania on land would just span the length between Blake Pior and the Bowling Club. She is nearly three times the length of the Hongkong Hotel, and stands a little higher. The Lucitania, in short, is eighty feet longer than any vessel now affoat. As her calculated speed is to be twenty four to twenty-five knots an hour, or about a knot more than the German record, her power has to be expressed in marvellous figures. Her turbines must develop 58,000 h.p., or just 30,000 h.p. more than the s.s. Kaiser Wilhelm II. has got. The biggest steamers that have visited Hongkong have already given us an idea of the acceptive appearance such monsters present when affout. The eye cannot realise for us their dimensions, so carefully are the proportions worked out. The "slender-looking funnels" of the Lunitania, we read, are each large enough to allow two locomotives to pass each, other inside. The masts are a couple of feet taller than the corner towers of St. Paul's Cathedral. She has normal accom nodation for 1,300 third-class passengers, 500 second. and 550 first-class, in addition to a crew of about 800. This means that without undue straining of her capacity she could comfortably take away every white-skinned resident of Hongkong, as enumerated in the last census. It would be quite easy to get lost among the ramifying corridors of her eight floors and the electric lifts must be necessity rather than a luxury. the time when the Canard Company decided to adopt turbines, H.M.S. Amethyst represented the greatest horsepower applied to marine turbines. For the explanation was simple. He had seen that all Lusitania the required power is five times as great. "The step forward in power was practically as great," says Sir William it makes a most wholesome, palatable and White, in the engineering supplement of the Times, "as the total advance made gradually with reciprocating engines in Pairley, was the reply. from forty to fifty years." It is to a combination of State aid and private enterprise that this great advance in the shipbuilding art is due. There has been and is much division of opinion both as to the policy of the annual subsidy and the capital loan to the Cunard Company, and as to the real advantage to the Navy in the arrangement Probably the experiment will be repeated; but, questions of policy apart, the result, if all goes well with the new vosente, will be agreeable to the recent people. The race for supremacy of speed appeals to their sporting instinct. Those who mourn for the romance of the sea have surely only to All letters for publication should be written on compare the clocular craft of a few generations ago with this many-chambered floating hotel, to see that their mourning is vain, there appears every justification for the claim now being proudly made in the papers,

The 863rd plague case was recorded yesterday.

that Britannia once more rules the waves.

The responsibility resting upon proofreaders just been illustrated by a mistake in the Daily Graphic. It was only the insertion of a comma instead of a full point, but it made the Yellow River Bridge 1,863 miles long, instead of 1.803 miles.

The Ipswich Guardians intend to buy a piano, at a cost of £13, for the workhouse in mates. A sugg-stion that a harmonium would be more appropriate was rejected, it being pointed out that the old people were very fond of comic songs, and had got tired of hymns, and comic songs could not very well be sung to harmonium accompaniments.

A telegram to the New York Herald from Los Angeles stated that eight leaders of the when looked at rightly, there is no dearth of | Cananea rights [reported in our telegraphic] column at the time] had been executed by a volley of ritles. The mining company's losses do not exceed 500,000 dollars. Work was to be resumed within a week. Martial law was declared and the situation controlled by troops. Further trouble was not expected. The rioters, it may be remembered, practically destroyed the whole town with dynamite.

Reuter's New York correspondent telegraphs that, addressing the coloured students of the Hampton Institute, at Hampton (Virginia), Mr. Roosevelt declared that industrial education was best for the average negro and for the average white man. "The wrong twist," the President made to get her into the Cosmopolitan added, "given to our education in the past is Dock, by the time her stem fouched the largely responsible for the present unhealthy ioner Tai-kok-tsui end, there would still be development of the city at the expense of the country. No nation has been permadently great whose city population was enormous as compared with its country population."

The many friends of Mr. H. W. Merrill will regret to hear of his untimely end at the early treatment to which miners are subjected in age of 30. Mr. Merrill was taken to the South Africe, and are reproduced from an Government Civil Hospital on the 4th instant where it was found he had contracted an attack of typhoid fever, from which he died yesterday. He was an assistant in the town office of the Quarry Bay Sugar foreign publications from the Chinese themselves Works, and was a well-known amateur photo- been more calculated to inflame resentment grapher, his photos in Messrs. Loong Hing's copied from English election literature whose exhibition, and in a later exhibition at Shanghai, | reproduction we can neither prevent nor protest Douglas Pier and the other to the Wardley winning commendations from experts in the art. | against.

The world's deepest gold mine is in Australia. TELEGRAMS. Shafts have been sunk at Bendigo, Victoria, to a depth of over three-quarters of a mile, and the quartz obtained shows a yield of gold equal to an ounce per ton.

A youth who threw himself down the volcano at Asama left a letter, says the Telegraph's Tokyo correspondent, in which he said: "Suffering a feeling of despair impola me to throw myself into the crater of vehement Asama, thus winning a splendid death, and ascending the mountain's smoke to a lofty life above the sky."

The Daily Graphic of June 2nd said :- From Saturday until Monday the West Kent Volunteers are carrying out an interesting series of manceuvres in conjunction with the mounted infantry of the Queen's Westminsters. The operations are to be carried out in the tract of country within the four corners formed by the towns of Croydon, Dartford, Reigate and Sevenoaks, and the chase will continue from Saturday afternoon until Monday evening. It will be the object of the West Kent men, who will be on foot, to clude the mounted infantry, and there is an understanding that neither side: will avail itself of outside sources of information, Each side will camp out, taking its own tents, cooking apparatus, etc., and accompanying the Volunteers will be several officers from the Regulars, who have taken much interest in the operations.

The emburrasements which those who gave him his degree have heaped upon Dr. Clifford have been avoided by the Rev. F. B. Meyer, who begged most earnestly the other year not to be made a Doctor of Divinity. "I am not a scholar in the academic sense of the word," he argued, and remains un-Doctored. Not all men are so modest. A worthy man of Sir Archibald Geikie's acquaintance, on entertaining a number of members of the British Association, assumed for the occasion L.F.P. "as an addition to his name. What on earth did he mean? his friends asked him. His the men who were going to be his guests wrote after their names F.R.S., F.C.S., L.L.D., or something of that sort, so felt it incumbent upon him to don an alphabetical adornment for the occasion. "But what does 'L.F.P.' mean?" they asked. "Oh! that stands for Lately frae

Following is a sample of London humour:-We may be-let us prophery with due cantionon the eve of a social revolution. Perhaps the fashionable world is preparing to bid a long farewell to Homburg and Marienbud and all the other "burgs" and "bads" which, boast their mineral springs and infallible cures. A rival "cure" has been opened up, not yet in full glory, but with the possibilities of greatness. mineral spring has been tapped in the Old Kent-road, the water of -Link proves on analysis to be unusually rich in iron, and comparable to that of Tunbridge Wells. This, of course, is putting it mildly. It is impossible to believe that, now the Old Kent-road has begun to compete for the smiles of fashion, it will be content with a Tunbridge Wells comparison. No! Looking into the future with prophetic vision, we see the neighbourhood of the Elephant and Castle transformed into a handsome spa favoured by royalty and rejoicing in aristocracy. With the Decadnought and the Lucitania The Old Kent-road is evidently the Park-lane of the future-just as surely as the coming generation of costers will "knock 'em in the New Park-lane."

> CANTON. PROM OUR CORRESPONDENT.

July 9th CHINESE MILITARY METHODS.

Admiral Li-tsun, a friend of the Viceroy. has been appointed commander-in-chief of the Kwangtung troops. He knows nothing whatever of soldiering, and very little of navy work. Recently two Chinese subalterns, for breach of discipline, had each an ear cut off.

CUSTOMS CONTROL. It is reported that the authorities are officially notified that T.E. Tit Liang and Tong Shan-yu have assumed effective control of the I. M. Customs.

THE HANGFIRE RAILWAY. Further delay may be counted upon, now that it is known the engineer appointed by the Vicercy is engaged elsewhere, and cannot come. -The Viceroy goes to Whampon to-day, with a bodyguard of eighty soldiers.

ELECTRIC TRAMS An engineering student just returned from America has been ordered to survey the recla mation hand for an electric tramway. The Vicercy intends to invite tenders of rolling

CHINESE LABOUR CARTOONS

THE 1LL MEN DO LIVES AFTER THEM.

The first number of the first illustrated paper over published in Peking has just been issued called Priching Huapao, says a Times telegram dated June 1st. It is written in a popular style, and is obtaining a large circulation. A feature of the paper is the reproduction in an exaggerated form of the Chinese labour cartoons distributed at the last general election. Two published in this number represent a Chinese miner in rags and shoeless, his face distorted with pain, tightly handcuffed across a beam. The letterpress explains that these cartoons illustrate the English book. The paper announces that cartoons of a similar nature will be published in succeeding numbers. Imagine the effect of such pictures distributed throughout the recruiting districts in North China. Rarely have antiagainst foreigners than these infamous pictures

REUTER'S SERVICE.

THE FRENCH NAVY.

London, July 8th. The French Minister of Marine announces that six battleships will be laid down by the ent of the year. He also states that France is determined to keep the lead in building

GREECE AND BULGARIA.

London, July 8th. The Bulgarians, in spite of a large force of police, refused to permit the Greek Metropolitan to land at Varnia.

> THE REDUCTION OF THE BRITISH ARMY.

> > LONDON, July 8th.

Mr. Churchill, speaking at Altrincham, said that the Government was determined to effect reductions in the army, to which they were absolutely pledged. Mr. Haldane's statement on the 12th inst. would show a substantial step in the path of military economy, with a dominution of the forces necessary for the national security.

GIANT CUNARDER.

SUCCESSFUL LAUNCH OF THE "LUSITANIA. The "Lusitania," the buge liner built for the Consid Company, was last month successfully launched from the yard of Messes, John Brown

and Co., Clydebank, near Glasgow. There was an enormous crowd, numbering

about 23,000 persons. Just as the great bull, weighing 16,000 tons moved away from the bow platform, Mary Lady Invercivde broke a bottle of wine on one of the bows, and named the ship 'Lusitania." The vessel moved slowly at first, but very soon gained speed. She was taken in charge by seven tugs, and towed round to the fitting-out basin, which has been specially lengthened in order to provide room for her. There she will be supplied with boilers and turbines, and fitted out generally, appearance of the vessel as she rested fairly on the water was the signal for a resounding cheer

from all quarters. The "Lusitunia," the dimensions of which have already been given, is the largest liner ever built. She is 135ft, longer than the "Caronia" and "Carmania," at present the Cunard Company's largest ships, and 184ft. longer than the Campania" and "Lucinia," the company's fasteut vessel

The "Lusitania's" sister ship, "Mauritania, is now in course of construction at Wall send-on-Tyne. The new Cunarders intended to be at least a knot and a half faster than the "Kaiser Wilkelm II. the present holder of the Atlantic record. and three knots faster than the "Campania" and "Lucania," at present the fastest vessels be-

longing to the British mercantile marine. What makes the "Lusitania" different from all other vessels is her machinary. She will have four Parsons' turbines, driving four shafts and four propellers. The two shafts nearest the centre of the vessel will be driven by low pressure turbines, and the two outer by high pressure. The four turbines will be placed side by side the great breadth of the vessel rendering this possible. The two inner shafts will carry, in ddition to the low-pressure turbines, reversing turbines, to be used only in stopping

and mancauvring. At a luncheon following the launch Sin Charles McLaren said Great Britain, as mistress of the sea and leader in marine construction, could never have rested satisfied that Germany should hold, as at present the blue ribbon of the Atlantic. The "Lusitania" would once more place Great Britain an easy first in marine architecture. With comparatively few alterations the "Lusitania" could be converted into the fastest and most powerful orniser in the world. She would be ready for service in a

Mr. William Watson, Chairman of the Cunard Company, said they had been told that they were embarking upon a wild speculation; but that he did not believe. They were quite satisfied that everything done would be justified in action. The Canard Company had started on a strong progressive policy, and he assured them that that policy would not be abandoned.

THE PHILIPPINE SPECIAL DELIVERY STAMP.

A stamp design has caused considerable trouble at the Government's Engraving Bureau at Washington, and incidentally illustrated one of the minor difficulties Uncle Sam is experiencing in framing the administration of his is. Philippine possessions. Since the occupation in 1898 the current American stamp, with the word Philippines printed across the face, have been used temporarily in the islands, but a year ago it was decided that the Philippines should be supplied with a distinctive series. In the set ordered was a special delivery stamp of the native Filipino substituted for the delivery boy therefore under the attachment issued the junk a quarter to eight smoke was seen coming from mounted on a bicycle. As the instructions to can not be touched the engraver were not specific, the artist was left to his imagination, and a sketch, or model, was submitted portraying the Filipino special messenger as the modern Mercury hurrying on his task unencumbered by dress except a sunhelmet and a short shirt. The design escaped. criticism in the War Department, which has proofs" reached Manila the Philippine Postal statements and they will both go up. and a revised design was demanded. The new will be released? stamp on its blue ground shows the same native special delivery messenger in a full uniform of white. Had some impressions of the original die got into circulation, there would have been another high-priced curiosity for the philatelist,

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:---On the 10th at 12.45 p.m.—Yesterday after noon a depression was moving Eastwards over N. China. Returns from the North are entirely lacking this morning. In the South barometric changes are unim-

The highest pressure is over the China Sea. Fresh S.W. winds may be expected in the Formosa Chappel and moderate to light S.W. and S. winds over the N. part of the China Sea, Forecast:—Moderate S.W. winds: fair.

SUPREME COURT.

Tuesday, June 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE

Judge).

A CHAISION. Chan Fuk, moster of junk No. 82721 H, sied Ho Yung, master of cargo boat No. 64, to recover the sum of \$250), damages sustained by reason of negligent navigation on the part of

the defendant. Mr. J. H. Gardiner (of Mr. O. D. Thomson's office), who appeared for the plaintiff, stated that the junk had been surveyed, and the amount of damage certified by Mr. F. Hall, murine surveyor. The plaintiff's junk ran between Namioong and Hongkong. On April 20th it left the latter port, arriving here on the 23rd of the same month and acchoring in the junk anchorage. Shortly after eight o'clock on the same

morning the defendant's boat arrived in port

and the wind and tide carried her on to his

client's best which was anchored at the time. His Lordship -- In that case you cannot claim for negligence. It can only be an Act of God. Mr. Gardiner I don't think it was an Act of God. It was had managarring on the part

of the defendant. His Lordship-Were you alongside a pier: Mr. Gardiner-No, the junk was acchored

t the proper anchorage. Plaintiff's evidence was heard, and then the defendant was called. He said he anchored near the plaintiff's junk, and whom the vessels swupg they struck

His Lordship. The junk was at anchor there before you, wasn't it 🖰 Defendant-Yes.

His Lordship-Well, you must take up au anchorage where there is no chance of swinging ou to another bout.

Defendant-It is very hard to foresee such His Lordship-Quite so, but it is part of the

business of the captain of a vessel. With regard to the damage done, defendant said it was very slight, and if a Chinaman had been engaged to effect repairs would have cost

His Lordship - Well, why didn't you offer e repair the damage; you've had plenty of time; Defendant-Plaintiff did not inform me of

His Lordship-There will be judgment and ests for plaintiff, with immediate execution.

THE COURT HUMBUGGED. The case in which the Chung Shing Cheung firm and other creditors sued Shek Teoung-fat, and Shek Tseung fat claims t, to r cover debts | backs. If you can come to arrangements about due again came on for hearing.

From previous proceedings it appeared that execution was obtained against the defendant. the owner of a junk, by one of the creditors. the same name as defendant, and it was a and the proceeds paid into Court with liberty question as to which was liable. In the mean- for the solicitors concerned to apply regarding time the other creditors filed an interpleader costs afterwards. and stayed the hands of the first creditor. The two men were called up, and the elder, a man with a battered nose; admitted that he owed money to certain of the creditors, one claim being denied the younger man, who is a son of the first defendant, denied that his name was the same as that of the first man, though the bailiff pointed out he had answered to it before. Mr. F. C. Barlow (of Measrs, Goldring and Barlow) appeared for three creditors; Mr. R. A. Harding represented the claimant, and Mr. I. K. Holmes watched the proceedings on

behalf of other creditors The defendants were called up and Lordship asked the father if he awed the money. The first defendant said he did not His Lordship-Well, I have given judgment

Mr. Harding -- In this particular action he does not admit the debt. His Lordship-But he has already admitted

They had better both go to gaol. Of course they are bound to do a first class swindle, father and son, that's clear. The plaintiff was called, and said she said the

His Lordship (to the son). Do you own the Defendant—No.

His Lordship (to defendants)—Who is Shek | each fined \$10. The father said he was. His Lordship (to the son)-What is your

Defendant-Shek Yut-fat. His Lordship.-- Ask the old man if he owes

The first defendant said he did not. His Lordship—One of you owe it. Who is it. he son or the father? (To Mr. Harding)-You want to get the vounger man.

Mr. Harding-I am acting for the claimant, and the plaintiff says the younger man owes her

His Lordship-I will give judgment against both of them. Mr. Harding-If the plaintiff snys the son owes her money, that is the one she looks to for payment.

His Lordship--They are both lying. Mr. Harding -I believe the explanation is-His Lordship -- I know what the explanation

Mr. Harding-The son was persuaded by plaintiff to come to Court and admit the debt. O. steamer Somali when a fire occurred on board and he would get the junk if he lost the action. on May 29th in the Bay of Biscay, gives the His Lordship-Well, are you willing to take | following account of what happened. The judgment against the father?

is the owner of the junk. I will give you judgment against him in both cases. father is the owner of the junk.

father or son would sail away with it.

(To the defendants) -- Who is the owner of the was said that, finding it impossible to reach the innk?

The father said he was. His Lordship (to the son) - Why did you tell me you were the owner?

Shek yut-fat was called, and said he was the after-hold and her stern was deep in the water. son of the owner of the junk.

yon were the owner? Defendant-Yes, at the instigation of the His Lordship-What did you want to tell a land have lost heavily.

Defendant-Plaintiff_told_mo_she_would-give me the junk later on

His Lordship—Yes, I suppose that's what the game is. I don't think any of them will get

His Lordship-Did you quarrel with your father?

Defendant—Yes. His Lordship-Is that the result on his nose 🚰

Defendant-No.

His Lordship. Why did you tell a lie when the plaintiff asked you Defendant—Because she told me she would et me have the junk. His Lordship-All his statements to me on

Friday were not made under eath. Mr. Barlow -- Telling a lie in the presence of the Court is disrespect. I don't know whether your Lordship is going to proceed. His Lordship-I don't know about the junk; I am going to keep it if I can. These two people ought to be punished. I think the better

plan is to make both defendants pay. The plaintiff was then called up, informed that she had made a mistake, and asked if she would live to have the writ amouded. The p'aintiff said she would not.

His Lordship (to the interpreter) -Tell hor if she does not have the writ amended she won t get anything at all. On being informed plaintiff said the son went

to her place and borrowed the money, His Lordship-Well, I caunot do anything for her. Tell her she has been a very silly woman, chosen her ground and lost her case. Mr. Harding-I ask your Lordship to find in the claimant's favour as against the son.

His Lordship-I won't do anything with these men. I will send them both to gool. Mr. Harding-In face of this woman's evidence I think your Lordship can give judgment against the son. His Lordship-I will adjourn this claim sine

die. The Court is being made a fool of all round. (To the bailiff)—Is the junk seized? Mr. Howell-Yes, my Lord.

His Lordship - Well, keep it till the expenses

Mr. Harding-I can prove that the father is the owner. I have witnesses. His Lordship-You can call one if you like, but you won't get any judgment out of me. You can see what it is, the Court is being

hambugged Mr. Harding-I would suggest that the His Lordship I don't mind that. I think it had better be sold and the money kept in Court. Of course the defendant will go into bankruptev next week. I can see that. But that cannot happen till Thursday, and I shall take care that nothing goes on behind your selling the junk, well and good. I want to get justice out of this thing, and if I could I would send the defendants to guol. That is where they ought to be. The case is adjourned but that two men were found who answered to for a mouth, and I order the junk to be sold

POLICE COURT.

Tuesday, 10th July.

BEFORE MR. H. H. J. GOMPERTZ (First Police Magistrate).

AN IMPUDENT THIEF. Mr. H. K. Holmes, solicitor, prosecuted a native for stealing the brass fittings from his motor boat lying outside bis residence, 3, Kimberley Villas, Kowloon. It appeared that Mrs. Holmes from the window saw the defendant, who was under an umbrella, taking the brass fittings from the motor boat. She called the house-boy and ran out, but by this time the defendant was leaning against the wall

six weeks' imprisonment. BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

looking as innocent as he could. Sentenced to

RUSHING PASSENGERS Ten ricsha coolies were charged with rushing passengers near the Star Ferry wharf and were

A NIGHTLY NOTER. M. M. Razack, of 9 and 12, Upper Luscar Road, summoned a blacksmith who carried on business next door for keeping up a noise after hours. Complainant said the nuisance continued nightly. A fine of \$25 was imposed. OVERCROWDED LAUNCHES.

The master of the Hing Lee launch was fined \$25 for carrying in excess of the number on his licence, and the master of the Tak Lee launch was fined a similar amount for not stopping when ordered by the police.

AN ABORTIVE CHARGE. The bearing of the charge preferred by Carl Bruckner, engineer, s.s. Lycamoon, against P.C. Taylor for assault was concluded, his Worship discharging defendant on the ground that the prosecution had failed to prove their case.

FIRE ON BOARD A P. AND O. LINER.

A correspondent who was on board the P, and Somali, which left Marseilles on May 24th. Mr. Harding - My point is to prove that the entered the Bay of Blacky on Monday evening. son is not the owner of the junk. Judgment At half-past three on Tuesday morning a dense same pattern as that in use at home, but with a was given against him on the plaintiff's word, fog came on and the vessel slowed down. At a hatchway, and it was found that the cargo in His Lordship-If the father admits that he hold No. 4 (aft) was on fire, just under the passengers' baggage-room. The flames got a firm hold of the cargo, which was mainly just Mr. Harding-I don't want that, my Lord. and linseed, and, although all the available hose What I ask your Lordship to find is that the | was turned on, the fire reached the baggage, and also spread to the purser's room, the store-room, His Lordship Certainly. I am going to, and the refrigeration chambers. The for control of insular affairs, but when the "die I will give execution against both on their own | continued throughout the day and night the steamer going at half-speed or less. Department characterised it as "impossible". Mr. Barlow-Does that mean that the junk About midnight it was announced that the fire had been got under, but the cargo had been His Lordship-Certainly not. Either the almost entirely destroyed by fire and smoke, The hatchways were opened on Wednesday Mr. Barlow-My friend's application is that morning and the passengers' luggage was the boat be released. He is acting for the old brought up. Almost every package was found to have been rained by fire or water, and many His Lordship-Oh! Now I am getting to packages were charred to cinders. In explanthe bottom of it. The junk won't go away yet, ation of the soaking of part of the baggage, it fire effectively with the bose, the captain had ordered the sea-cocks to be opened so as to flood the hold. The Somali, with the whole of her stores destroyed (the fire had made a clean sween Mr. Harding-The plaintiff had a debt of the store-rooms), made for Plymouth, where against bim, and she told him to say he was she arrived on Wednesday night at nine o'clock. She had then twenty-seven feet of water in the The feeding of the passengers on the last day His Lordship-Did you say the other day was difficult, but, fortunately, just enough provisions had been brought on deck before the store-rooms became unapproachable. Most of the passengers had not insured their baggage

A meeting of the Sanitary Board was held given to each individual inspector. on July 10th at the Board Room. The Hon. "Dr. F. Clark (president) presided, and there authority run! were also present-Dr. Pearse, M.O.H., Hop. Mr. A. W. Brewin, Hon. Mr. W. M.O.H. in writing." Chatham, Dr. Macfarlane, Hon. Mr. E. A. Hewett, Mr. F. J. Badeley, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Fung Wachun, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (secretary).

CEMETERY BYELAWS.

Mr. SHELTON HOOPER, pursuent to notice asked the following questions:-

1. Is a plan of each Chinese Cemetery showing the position of each grave space therein kept at or near to the cometery, and at the offices of the Sanitary Board as required by Byelaw No. 11

2. If not, why not?

are so kept ? 4. Is a register kept in the English and Chinese languages at or near each Chinese complery giving all particulars r quired in Byelaw No. 13 relating to cometeries?

5 If not, why not? 6. Whose duty is it to see that such a register |

ia so kapt !

The President replied as follows: boundaries of each Chinese cemetery is kept in the existing regulations. As this matter is to the surveyor's office; no copy of such tracing is be considered by the whole Board the Board kept at the cemetery, as there is no office accom- may wish to have a special meeting, or, in view modation available: it has never been found of the fact that the papers dealing with the practicable in the case of Chinese cemeteries | limewashing procedure have been forwarded to to keep plans of sufficient size to show the the Public Health and Building Ordinance situation of every grave space.

2-No answer 3.-The surveyor is supplied with tracings of the cemeteries by the Public Works Departmont, and is responsible for their safe custedy.

4. The sexton keeps at the cemetery a record in Chinese of the situation of the graves and two complete registers, one in English and one in Chinese, giving all particulars specified. | the question further, or at all events until it is are kept in the secretary's office.

5.—No answer. 6.—The secretary.

bye-laws are not carried out because they are impracticable?

The PRESIDENT-That is so. A CHINESE CEMETERY.

The reply from the Government relative to. reserving a cemetery for Chinese was submitted Colonial Secretary's Office. 23rd June, 1906.

Sir,-With reference to your letter No. los of the 20th instant, transmitting a recommendation of the Sanitary Board that a cemetery be set apart for the use of Chinese who may wish to build tombs of a more permanent nature and larger than are allowed in a public cemetery, the area of such cometery to be 150 acres and a high premium to be charged for each grave let f are to ask the Board to be good enough to suggest various saitable sites and the rate of premium for each grave and the size of each

At the same time I am to indicate that the area of 150 acres mentioned in your letter is about one-eighth of the area of the city of Victoria and greater than the combined areas of Yaumati and Mong Kok-tsui. I have the honour to be sir, your obedient servant. Т. Seecombe Shith.

Colonial Secretary. Mr. Shkliton Hoover The idea is good

but the area suggested seems very large. Mr. H. HUMPHREYS-If the ground is Insnough away from the city and the Chinese are

willing to pay faucy prices, what does it matter about the size? On the motion of the PRESIDENT, seconded by

Hon. Mr. CHATHAM, a committee, consisting of the Registrar-General, the President, Mr. Fung Wa-chub, and Mr. Lau Chu-pak, was appointed to submit sites to the approval of the Board, to be forwarded to the Government MARKET AT QUARRY BAY.

The following reply from the Government was read :-

Hongkong, 13rd June, 1966 Sir, -Referring to your letter No. 65 of the 19th April last, I am directed to state for the your obedient servant.

; Т. SERCOMBE SMITH. Colonial Secretary

The Secretary. Sanitary Board.

CROWN SOLICITOR'S AMBIGUOUS OPINION The minute by the Medical Officer of Health equesting that senior inspectors be authorised to enter premises and inspect food, together with the Crown Solicitor's opinion thereon, again came before the Board.

last meeting was simply re-circulated to show last, and have no hesitation in saying that that the Crown Solicitar was, of the opinion that although I have lived in various parts of the

that resolution was ultra vires. Mr. Hewerr-The Crown Solicitor says anything approaching the numbers and virulence that general instructions must be issued to

inspectors. The President-He says a specific letter in writing must be given by the secretary to each

inspector included in the resolution. Mr. Hewert-It is a general authority, is

it not? The PRESIDENT-Yes.

Mr. HEWETT-I'd like to have that looked I'm certain my resolution that it should be confined to specific cases. The Crown Solicitor speaks of general authority. I would not vote for general authority.

general authority is given to the secretary to issue these notices of authority which will be

Mr. BADELEY-How does the general The PRESIDENT "When so instructed by the

Mr. BADELEY -That's all right.

Mr. HOOPER-That opens up the question again of being instructed by the M.O.H. The for this purpose. M.O.H. must be satisfied that there is sufficient doubt about the goodness of food for him to direct an inspector to go to a house. I understand that was not sufficient. What the M.O.H. wanted was to relegate his power. Now some inspector will have to go to him and he'll say, Here's a general authority for you to go to such a house to-day."

Mr. HEWETT That's the way I read the the Crawn Selicitor's opinion.

The PRESIDENT suggested that a draft letter ". Whose duty is it to see that such plans by the secretary be submitted to the Crown Solicitor before being delivered to inspectors.

Mr. HEWETT-And the Crown Solicitor. informed that it shall not be a general authority, This was agreed to.

LIMEWASHING PROCEDURE.

The Secretary submitted the following minute :-- It was resolved at the meeting of the Board on the 26th June that the question of limewashing be considered by the Board with a 1. A tracing showing the areas and view to either modifying or doing away with Commission, to wait until the Commission have

dealt with the matter. The PRESIDENT minuted Mr. Humphreys do you wish this matter taken up at once or would you prefer to wait until you receive the reports from Europe that you spoke of?

Mr. HUMPHREYS-The matter, as far as am concerned, can wait until I have gone into decided whether the Commission are going to take up the subject of limewashing.

Mr. HEWETT wrote that this matter would Mr. HOOPER I may take it that the be dealt with by the Commission in due course. and it was advisable to let the matter stand until the Commission had made its report.

Mr. LAU CHU-PAR minuted that the mat en had better he considered by the Commission.

The minute was laid on the table. CONCRETING GROUND SURFACES. Correspondence was submitted relative to the concreting of ground surfaces at No. 113,

Bonham Strand East. Mr. LAU CHU-PAR wrote on behalf of the agent for the owner of these premises requesting \ the Board to withdraw a previous notice regarding concreting as the owner had been put to too much unnecessary trouble and expense.

The PRESIDENT minuted -The Board agreed at last meeting that this question might be referred back to the surveyor, Mr. Carter, to say whether two inches of cement on top of neighbouring land-owners were called upon to the present tiles (or some similar modification of section 3) would meet the case. I have interviewed Mr. Fung Tit-pak, and Mr. Chan Chi-hing, and I found that one of the foremen interpreters for drainage works, a Chinaman drawing \$20 a month, has been touting for work for a drainage contractor, and after consulting with the Crown Scheiter I have

dismissed this man. The surveyor reported opining the ground surface of the house in question in two places, and finding the lime concrete of very bad quality. He recommended that the owner be called upon to reconcrete the whole of the ground surface of the main room, but recommended that no further action be taken with regard to the yard, as the surface had already

bloch repaired. Mr. HOOPER minuted-This is eminently a case for the Commission. It is a great pity that i the President dismissed the foreman before the Commission had examined him. This had better be discussed at the Board meeting. Hon. Mr. HEWSTT-These papers are to be

sent to the Commission. Mr. LAU CHU-PAK - This sort of practice which is so annoying and expensive to bouseowners should be stopped in fature. All the information of the Sanitary Board that His irregularities reported by the officers should be Excellency the Governor has been pleased to specified in one notice, so that owners can have direct that a sum of \$15,000 shall be pro- them all attended to at the same time, and on visionally inserted in the Public Works Extra- | no account should inspectors be allowed to take ordinary Estimates for the year 1907 for the with them contractors or foremen on their visits, construction of a market containing 68 stalls at | and to tell people which contractor to engage, Quarry Bay. I have the honour to- be, sir, In this case the inspector should be called upon to explain why he recommended Chan Hing-kee to do the work, and when he left why he allowed the foreman to stop behind to bargain for the work.

Members decided that this matter should be

dealt with confidentially.

MOSQUITO INFESTED. Mr. P. W. Goldring wrote a lengthy letter to the Board relative to the necessity of filling in a pool on Crown Land adjacent to K. I. L. 103. The following are extracts:-I have now The President said the resolution moved at | been a tenant of "Parkside" since November Colony since 1901, I have never experienced remedy them, that they asked the Government

of the mosquitoes which abound. There are many causes which might account for this, but with due submission I consider these to arise largely from the very extensive excavations and cuttings which have been made in order to lay out the new roads in Kowloon, but mainly from the fact that there is a large pool of water which was formerly a fish poud, which simply teems with larvæ of various sorts. This pond apparently is on Crown land, and for the health of the many neighbouring houses, quite apart from my own personal feelings and the feelings of my follow-messmates, I would ask that

Mr. HUMPHREYS minuted-Surely this must be a matter for the P.W.D. and not the Sanitary Board.

Hon. Mr. HEWETT The Sanitary Board are them. now admitted as having control over nuisances on Crown lands. The pool should certainly be filled up, and I would suggest that the Hon. the Director of Public Works applies for a grant |

Hon. Mr. BREWIN-How was the pool formed; in consequence of work done by the the rubbish in the water as a set-off for under

The A.M.O.H. reported These pools have in some degree been formed by the making of the new roads which are raised to a higher level than the surrounding ground. They will be very much worse when the rainy season sets in, and will undoubtedly be a breeding place for large quantities of masquitoes. The filling in of these pools to the level of the adjoining roads is the only satisfactory course which could be

ment whereby the pools on private land may be similarly filled up as pirt of the antimalarial measures paid for by Government, with the consent of the owners, of course?

The DIRECTOR of PUBLIC WORKS replied that one pool was on private ground, and had been there ever since he could tremember. An. other was on ground of which the lessee was the Roman Catholic Bishop. Steps were being taken to have it filled. Another pool was due to the construction of the road in a great measure, but all this low-lying ground had been a swamp for many years, and much of it had been improved by being filled. There were no funds available for the filling of the latter pool

With regard to another nuisance reported by Mr. Goldring, the PRESIDENT wrote to the A.M.O.H :- The military officials naturally say that the offence is committed by civilians, of whom there is a large number in Kowloon. Can you not catch anyone in flagrante delicto and hand him over to the nearest constable? I don't want street fights, however, over it.

The A.M.O.H. replied . As the offenders then. would be Indians-whether civil or military-I do not see how we could catch anyone without a | day too so on to consider this question. He street fight. Sergeant Appleton's experienc seems conclusive. But I understand the military authorities have a piquet -surely this | ment could be made. piquet could arrest civil or military, or could

distinguish between the two and report. The PRESIDENT-I think the proper pro-Works to incur the necessary expenditure and report. involved in filling up this pool. Certain fill up pools in consequence of mosqui toes breed. ing there, and if this pool were not filled up gutters to the floors of balconies, which they their work would have little effect.

more in order that a printed form be sent to the Director of Public Works calling upon him to do the work in the same manner as the Authority as coming under Part III.? adjoining owners would be called upon? When he got it he could plead as a pauper and ask the Government to get him out of a difficulty by doing the work at once (laughter). They would surely do it.

The PRESIDENT-I don't think we have good? authority to serve a notice on the Director of Public Works.

If we find the Director of Public Works to have down-pipes were not provided for verandahs committed a nuisance we can call upon him to in this Colony. Evidently there are two sides

stated that although His Excellency had on the subject. given instructions that Government buildprocedure of having notices served upon them.

of the Sanitary Department as much as private lands; therefore the Director of Public Works is altogether wrong when he says they are not under the same control as private land-owners. They had it in writing from the Law Officer of

Mr. H OPER-Perhaps I might find a middle course and say that instead using our printed forms-which some offence if we interfered (laughter). people consider offensive and no doubt they are (laughter)-a letter be typewritten calling the attention of the Government to this nuisance and informing them that as similar immediately adjoining this have had to be dealt greatest number, 82, being in No. 7 district. with by the Board, and the owners compelled to

to do the same. The President seconded, and the motion was

carried unanimously. SCAVENGING CONTRACTOR'S GRIEVANCE. The scavenging contractor forwarded & extracts are taken :- The rubbish was always taken to the place mentioned in his contract, but it was possible that the coolies dumped a few backets overboard within the boundaries of the harbour. Last month when the police boarded a dustboat to arrest some of these coolies they were like wolves and tigers and the people escaped as best they could. One man who jumped into

The Secretary-I understand it to mean that | the Sanitary Board should investigate the | the water to escape was drowned. Some of the where they were each fined \$50 or imprisoned for two months. The men could not pay the fines and the contractor was not able to pay for

> Mr. Humphreys minuted-When will the refuse destructor come into operation? There will always be trouble under the present system.

Mr. F. J. BADELEY-The contractor made the contract with his eyes open and knew what he had to do. If he allows his coolies to dump payment he deserves to suffer for it. It is a matter of great difficulty and some expense to catch them in the act, and when they are caught it is not the least use imposing a nominal fine. He ought to employ a responsible man to make the coolies do what they are required to do.

Mr. LAU CHU-PAK The contractor has his. own reason to grumble, as he has to pay fines so often both for himself and his coolies and other unnecessary expenses which absorb all his profits. In my opinion the last part of clause 22 The PRESIDENT wrote as follows to the of the scavenging contract is bad, and should Director of Public Works: Can you fill in be deleted in the next new contract. So long all of these pools that are on Crown land before as the contractor is required to send his boats we get any warm weather? If by raising the to Chinwan Boy, it is impossible to prevent roud your Department has caused pools to dumping, and that clause can never be form on private land, I am afraid we may have properly enforced. The remedy for the trouble in trying to force owners to abate any present state of affairs will be to so amend nuisance caused thereby. Is there any arrange- the next contract as to make the contractor provide large seagoing, junks, properly decked and locked, and engage hunches to tow them out to sea to dump the rubbish, pending the erection of the refuse destructor.

Hon. Mr. BREWIN-I agree with Mr. Lau state of the villages of Tai Hang and Wong Chu-pak. I dislike the idea of entering into Nei-cheong, to which Mr. Hooper had called party cannot fulfil. Enquiries should be made as improving the condition of the pigatyes in Tai to the probable cost to the contractor of carrying | Hang and pointed out that repairs to the footout the contract in the present manner, and of | path would remedy the complaint with regard carrying it out properly. It will then by seen to the hydrant in the pathway in Shepherd whether there is any reas mable prospect of the Street. With regard to matsheds used for the contract being carried out satisfactorily with reception of clothes prior to their removal to profit to the contractor. Occasional infliction | the city for ironing and folding, it would be of heavy punishment is a very antiquated way difficult to prove their use as domestic buildings. of securing observance of the law. The proper | He remarked that a good deal might be done to way is to maintain adequate and constant improve surface drainage, while with regard to

The President-The present contract occupied as domestic buildings no pigs had expires at the end of the year, and the Board | recently been housed therein. In conclusion, he will have an opportunity of discussing the said that some houses appeared overcrowded, the conditions of the next contract probably in | nullah certainly needed training and the road September. I don't know whether it will most and vacant ground in front of New Tai Hang your views to let the matter stand over till was swampy and needed levelling and

Mr. BREWIN did not think the present was a moved that a sub-committee be appointed to domestic buildings, while the roads and pathconsider the contract to see whether any amend, ways about the houses where there was much

Mr. LAU CHU-PAK seconded, and the draining. The supposed laper was probably a motion was carried.

The Hon. Registrar-General, Mr. Lau Chu- to be examined in hospital. The pigstyes cedure is for this Board to recommend the pak and the Medical Officer of Health were Hang. If the narrow winding paths between Government to authorise the Director of Public | appointed a sub-committee to go into the matter

HARMFUL OR BENEFICIAL. A letter was submitted from Messrs. Palmer and Turner relative to the provision of regarded as being receptacles for dirt and Mr. Hoopen-Don't you think it would be garbage in the usual type of Chinese houses. Mr. Shelton Hoopet - Should not this

> Mr. H. HUMPHREYS-Why not ask the Director of Public Works and the local architects whether in their opinion any necessity exists for clause 9 of schedule G. " What is the use of having regulations that do more harm than

> complaint have been addressed to the Building

The PRESIDENT-Members would notice a letter in the papers last night complaining Hon, Mr. HEWETT Most certainly we have. bitterly that a sufficient number of gutters and to this question. Personally I agree we could The DIRECTOR OF PUBLIC WORKS read do without a good many of these gutters subject. section of the Ordinance stating that which are used for a purpose for which they a general notice should not apply in cases were never originally intended. We might ask of works belonging to the Crown, and the Director of Public Works for his opinion

Mr. HOOPER-As I said on my minute, ings might to some extent be supervised by don't think we have any jurisdiction what were officers of the Sanitary Board, still the Ordin- in this matter. It devolves on the Building ance exempted Government officials from the Authority and we would be wasting our time in discussing it. If we did, one of the mes Mr. Hawerr-I beg to differ from the Vice- flagrant cases is the building we are now in President, and would refer to the Attorney. The only shouts it has are those which would General's opinion. He has advised the Sanitary | shoot out water and make everyone wat as they Board that Crown lands come under the control | go to church on Sunday morning if the building were washed at that time.

The PRESIDENT-I think we are quite entitled to discuss the suggestion because it made on sanitary grounds.

Mr. Hoopen-1 don't tkink so myself. think we should refer the matter to the Building | Authority and ask him to attended to it, litis within his jurisdiction and he might tal

M-mbers agreed OVERCROWDING.

The number of persons displaced as the result of prosecutions in respect of overcrowding nuisances on land owned by private individuals | the city of Victoria during Jane was 326, the A GREEN ISLAND NUISANCE.

The Colonial Secretary wrote to the Board pointing out that the manure from the animal depot at Kennedytown was deposited on Green Island, where it was breeding flies and mosquitoes so as to be a nuisance and great pest the Hamesze, the longest and heaviest cruiser in the quarters of the lighthouse staff, and petition to the Board, from which the following requesting the Board to suggest some other place for the disposal of such manure.

The PRESIDENT minuted an opinion that some bay on Kowloon side would be more

The VETERINARY SURGEON recommended that a small bay in New Kowloon be used for the purpose.

A suitable place is to be procured.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00 _ 4 CARTEIDGE (£5-15-0d.) \$60.00

LONG. HING & CO..

No. 17, QUEEN'S ROAD.

SEASONABLE WINES. HOCKS

(FROM LANGENBACH & SOHNE, WOKMS ON RHINE)

								•				l doz. Bottles,	$= rac{2}{4} \operatorname{doz}_{i}$
Laubenheimer		_	•	•	•	•		-	-	-	•	\$13.00	\$15,00
Grancher -			•	•	-	•	_	•	2.0	•	- €7	14.00	16.00
Niersteiner -	-	_	-	-	•	•	•	•	•	-	• ,	15. 0	* 17.00
Hochheimer -		-	•	-		-	-	•	- '	•	-	20,00	= 22.06
Liebfraumilch	•	-	-		-	-	-	. -	-		-	24.00	26.00

SOLE AGENTS:

INSANITARY VILLAGES.

two buildings originally built as pigstyes, and

that he had not found any pigstyes used as

traffic needed better surfacing and surface

leper, but for absolute diagnosis he would need

were in the same state in this village as in Tai

did all they could to keep the place clean. The

reason why the pigstyes were in their present

condition was that No. 1 district having been

without an inspector for three months the

licences were not renewed but kept back until

there should be opportunity to get the styes in

order. The provisions of the law as to window

area, external air, concreting of ground surfaces

and overcrowding have not been enforced in

these villages. The villagers would probably be

GOVERNMENT RECOMMENDATIONS.

Discussion took place on the reply from

Government relative to the recommendations in

the papers were not available to the Press we

NEW BRITISH CRUISER.

LAUNCH AT DEVONPORT.

The first-class armoured cruiser Minotaur was

launched in Devouport Dockyard last month

the naming ceremony being performed by the

Countess of Crewe, who was accompanied by the

Earl of Crewe, Lord President of the Council

and Lady Cynthia Crewe Milnes. The Lord

President was received by a guard of honour of one

hundred seamen of the gunnery ship Cambridge.

Among those on the launching platform were

Plymouth Naval Station, and Lady Beaumont

Rear dmiral Barlow, Superintendent of the

Dockyard; Mr George Crocker, Manager of

the Constructive Department; Vice-Admiral

Sir A. G. Curzon-Howe, Flag-Captain S. R.

Fremantle, Flag-Captain A. Ricardo, Inspector-

General J. Maclean and Mrs. Macleau, Flag.

Lieutenant F. G Chilton, Mrs. Gamble, Miss

Pole-Carew and Lady Pole-Carew, General Sir

John Leach, commanding the Plymouth Coast

Defence, and Lady Leach, Mr. J. B. Marshall,

Director of the Dockyards, and his assistant,

Engineer-Commander Goodwin, the Archdeacon

of Totues, Lady Jackson, Colonel F. Briggs,

Devonshire Regiment; Colonel L. Nicol, Rifle

Ewart, of the cruiser Pelorus; Captain Mares-

Grove, commanding the Eighth Infantry

by the Rev. G. H. Marwood, Chaplain of the

Renthwaite, granddaughter of Mr. G. Crocker.

with a bouquet, she severed the cord which held

the last dogshores, and the cruiser glided into

yet launched Admiral and Mis. Barlow were

afterwards "at home" to a large party at the

LATEST STEAMER MOVEMENTS.

superintendent's official office.

or about the 15th August.

ruined if they were enforced.

The report is to be considered.

PRICE & CO.. 12, QUEEN'S ROAD CENTRAL.

CIGARS :- ALHAMBRA Manila Factories. LA UNION

Price List on Application.

A detailed report by Dr. PEARSE, into the OUR PRICES HAVE BEEN REVISED a contract on terms which you know the other attention, was read. He made suggestions for throughout on basis of prevailing high exchange PIANOS HIGHEST of great durability, and are entitled to claim

> cular than any others offered in the Colony. ARE THE ONLY FIRM who have had long practical experience in

for them greater excellence in every parti-

Hongkong as EXPERTS AND and our vastly superior knowledge is embodied in all Pianos we Manufacture With regard to Wong Nei Cheong, he stated

or Import.

The latter are personally selected at the factories, and are thoroughly

PREPARED PROTECTED THROUGHOUT

against heat, damp, and verigin.

the pigstyes in those villages were concreted the ROBINSON dirt accumulating there could be easily removed. and if that were done it would be a good thing PIANO CO., LD. to have a resident in each village who would be responsible for seeing that his fellow villagers BRANCHES FROM PENANG TO

> PEKING. Somekone, 20th May, 1996.

GOLD MINES OF FORMOSA

Mr. Acting Consul Crowe, of Tamsui, has written a report on this subject which is published as No. 649 of the Foreign Office

" Miscellaneous Series". He says:-Although gold appears to have been discovered for the first time in Formosa as far back as the fifteenth century, and its presence known to the Dutch as well as to Koxinga's retainers during their occupation of the island, it is a curious fact that the Chinese were unaware of the wealth which lay near them until 1890, when, connection with the Estimates for 1907, but as during the construction of the Taipeh-Keelung Railway some of the coolies working near the are not in a position to give a report on the Keelung River came across a few particles of the glittering metal. From then onwards Chinese came over from the mainland in large numbers and the placer mining along the Keelung River and in the Kyufun Hills became an important industry, although little attention was paid to quartz mining. In 1895 the Island of Formosa was caded to Japan; and the gold districts became the property of the Japanese Government; in 1896 the Formosa Mining Regulations were issued, which provided for the granting of mining permits, stipulated for the deposit of guarantees ranging from £10 to £3,000, limited the occupation of mining to Japanese subjects only and imposed a tax of 4s, per 4,000 square yards per annum. In October, 1896, the first licence for quartz Admiral Sir Lewis Beaumont, commanding mining was granted to Mr. D. Fujita, a wealthy man from Osaka, whose claim

is situated at Kyufun, while a few days later Mr. Tanaka ob ained a similar grant the Kinkwascki mines. Permissions to commence operations in the Botanko district way given to Mr. Kimura in 1898. These three mines, are contiguous to each other Rawson, Miss V. Rawson, General Sir Reginald and are situated some 10 miles or so to the east of Keeling; they are the only ones at present worked in the island and will be dealt with separately in this report Licences for claims in Gilan and Taita sub-prefectures, on the east coast of the island, as well as in Torku and Shinko, have also been granted, but work has not yet been started there. Placer mining was Brigade; Colonel Purchas, Devocport; Captain at first very successful, but of late years the amount produced has grown less as the more caux, of the cruiser Europa; and Mejor-General accessible deposits have been worked out. The results from quartzmining have been increasing. while the placer output has dwindled to prac-At the close of the religious service, conducted tically nothing. It is quite on the cards that Formosa will presently produce more than Dockyard, the Countess of Crewe named the Japan. The following table gives an idea of the progress being made:vousel, and after being presented by Miss Phyllis

Japan. Formosa. 79,591 oz. 34,144 oz. 5,670 ... 48,317 ... 100:774 ... 38,844 ... 88,719 ... 53,468 ... 95,173 ... 66,177 ... 1905 (estimated)...

One of the most pathetic phases of the whole domestic problem is that men find life dull with The I.G.M. str. Zieten, which left here on the women who have grown dull working for the 5th inst., arrived at Singapore yesterday at them. It is only dull when a man expects his wife to be a cart-horse and pull more than half The str. Glenfarq left Callao for this port via of the family load, and yet, at the same time, to Japan ports on the 1st July, and is due here on be as well groomed and as high spirited as a race hor c.

& CO., LTD.. HONGKONG

SHANGHAL

TIENTSIN

HAVE JUST RECEIVED SHIPMENT

ORCHESTRELLE Co's.

ÆRIOLA PIANO PLAYER.

ESPECIALLY CONSTRUCTED & GUARANTEEL FOR THIS CLIMATE.

The most perfect Piano, Player as yel

It has a delicacy of touch only equalled by the World's most famous Pianists and expression leaves nothing to be desired.

Sole AGENTS

S MOUTRIE & CO., L'fD.,

York Building Chater Road.

Hougkong, 17th May, 1906. DR. M. H. CHAUN.

71 HE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 37. DES VIEUX ROAD CHATBAL. From the University of Pennsylvania, U.S A Hongkong, 4th September, 19 7

CIEN TING.

SURGEON DENTISA. No. 10. D'AGUILAR STREET,

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905

TYPEWRITERS CLEANED, REPAIRED, OVERHAULED FITTPEWRITING WORK UNDER

TAKEN. Charges moderate. F. A. V. RIBEIRO (late of the Houghong Typewriting Bureau

34, Queen's Read Central (Second Floor). Hougkong, 25th October, 1905. AUTOMATIC MAUSER has been given prior to steamer's arrival PISTOLS.

CALIBRE 7.63 man. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CO.

Hongkong, 3rd October, 1905 COLD STORAGE.

FETHE HONGKONG ICE COMPANY, LTD., have now 10,000 Cubic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods. WM. PARLANE, Manager.

Wongkong, 18th November, 1991 NAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING

ARNHOLD, KARBERG & CO. Sol- Agentr.

PURE FRESH WATER.

FIRE HONGKONG STEAM WATER any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag-W.

J. W. KEW, Mauager Hotel Mansions, 3rd Floor. Hongkong, 8th August, 1905;



BISHI DOCKYARD MITSU AND ENGINE WORKS. NAGASAKI.

CODE" WORD: "DOCK." A.I. A.B.C., and Engineeving Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length

Length on Blocks Width of Entrance on Top ... 961 ... Width of Entrance on Bottom ... 881 ... Water on Blocks at Spring Tide 343 ... DOCK No. 1. Extreme Length ... 523 feet Length on Blocks 513 ... Width of Entrance on Top Width of Entrance on Bottom ... 77 .. Water on Blocks at Spring Tide 284 " DOCK No. 2. Extreme Length Length on Blocks

Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000

THIE WORKS are well equipped with LATEST PLANTS and APPLI. ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. epecially built for SALVAGE PURPOSES equipped with accessary gear, always ready Short Notice.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE. FETHE Steamship

"ISCHIA."

delivery of immediately. All damaged packages must be left in the

12th July will be subject to rent. CARLOWITZ & Co.,

Hougkong, 5th July, 1806, FROM HAMBURG, BREMEN, ROT TERDAM, PENANG & SINGAPORE.

FEYHE H.A.L. Steamship :

SPEZIA Captain Mulchow, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and or extra hazard ous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense,

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 12th July will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th July, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, ·Hougkong Office. Hongkong, 6th July, 1906. OCEAN STEAMSHIP COMPANY,

LIMITED, CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

on and after the 5th inst.

All broken, chafed, and damaged Goods are "The carriage advanced one step, and at that to be left in the Godowns, where they will be instant-was heard a noise, close to the right examined at 11 A.M., on the 11th inst.

will be subject to rent. 15th inst, or they will not be recognised. No Tire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 7th July, 1906.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TROM CALCUTTA, PENANG AND SINGAPORE.

CANVAS | THIHE Company's Steamship

"NAMSANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-

Cargo impeding the discharge or remaining on board after 4 P.M., the 11th July, will be BOAT Co., Ltd., is prepared to supply landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers. Hongkong, 9th July, 1906.

S.S. "ARMAND BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

MOTICE.

Crimer and Mataprin, from Havre ex s.s. others had been bidly injured. Matapan, from Boideaux ex s.s. Cambrai, of Opium, Treasure and Valuables, are being uninjured. may be obtained immediately after landing. landed here.

Bills of Lading will be countersigned by the was sprinkled. Undersigned. Goods remaining unclaimed after to rent and landing charges.

16th July, or they will not be recognised. All damaged puckages will be examined on Monday, the 16th July, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUN; Agent. Hongkong; 6th July, 1906.

NATAL LINE OF STEAMERS

FIRE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STIAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailinge from CALCUTTA for CAPE PORTS every for night For Freight and further particulars,

DODWELL & CO., LIMITED. General Agents for China and Japan Houghong, 4th August, 1898.

KING ALFONSO'S ACCOUNT OF THE BOMB OUTRAGE.

COURAGE OF THE QUEEN.

It is not the custom in the Spanish Court for the King when he grants an audience to concede an 'interview". A constitutional monarch and a strict observer of the precepts of the Constitution, King Alfonso is not in the habit of expressing a judgment. For this reason having arrived from the above ports, Consigneou did not dream for a moment of attempting to of Cargo by her are hereby informed that their obtain his Maje-ty's opinion of the dustardly Goods are being landed at their risk into the crime committed on his wedding-day, nor even hazardous and/or extra hazardous. Godowas or of asking for an audience. At the present time the Hongkong and Kowloon Wharf and the King is fully engaged with his guests, and Godown Company, Ld., whence delivery may every minute of the day is occupied. Any such be obtained. Perishable Goods to be taken request on my part, therefore, would not have

But as it is of interest to know, how Don' Godowns, and a certificate obtained from the Alfonso described the moment of the explosion Godown Company within seven days after the | and the effect which it produced on him. Leall d vessel's arrival here, after which no claims will upon pursonages connected with the Pataca and endeavoured to find among them one who had No Fire Insurance has been effected, and heard from the King the story of the trage any Goods remaining in the Godowns after the levent. I was successful in meeting a member of the Court who had listened to the narrative as it fell from the King's own lips. This personage reproduced with all fidelity wha he. heard the King say a very few hours after the calamity, and as the rotes which I took of the in this respect in a most inequitable manner conversation were carefully checked, and as The apportionment has invariably been made they are exact in the most minu's detail I de according to rating, and whilst the brunt not fear that they will be contridicted by any- of salvage work has fallen upon the marine body. The story is an extremely interesting executive officers, they, through being in one, and contributes a pigo to history. It is as receipt of less pay, have been awarded a small r

"The Royal carriage was proceeding very | them. For instance, writes the Guild Secretary, slowly, and her Majisty the Queen, deeply it has frequently occurred that a chief officer moved by the evations which she was continual- has received an equivalent share to a third Majesty made the perfectly natural movem at | January last. The replies which were received and the Capitania-General, which are situated ment, for in the last four cases where awards on the left side of the road.

life, because her body was turned away from and third officers shall receive shares the window on the right side of the carriage, equivalent to the chief, second, and third and she was waving her hand outside the win- ingineers respectively. As illustrating how dow on the left. The carrisgs pessed the much the officers of merchant wessels will Ayuntamiento and the Gobierno Civil, and, benefit by this new departure, it may be menstill proceeding very slowly, reached the small tioned that one of the members of the Guild. square whereon stands the Church of Sinta the chief officer of the s.s. Etonian, will, for

the history and traditions of the church, and at original method of apportionment, and in that moment the carriage stopped. Queen addition to this ha receives an additional half. Victoria asked the King what was the reason | Share for boat service in carrying out the of the detention, and his Majorly said that releage operations. Besides laying the matter doubtless the procession was entering the before His Majesty's Judges, the Guild have Palace, and that the procession had stopped implier presentations to the shipowners' organibecause people in the foremost carriages were are hereby notified that the Cargo is being alighting. The Royal carriage was in from of discharged into Craft, and or landed at the the grand stand, before the church, whence Godowns of the Hongkong and Kowloon came a fremendous evation for their Majesties. Wharf and Godown Co., Ltd., where in both Queen Victoria turned further away from the cases it will lie at Consignees' risk. The Cargo, right side, and, as King Alfonso put his head will be ready for delivery from Craft or Godown out of the window on the left, her Majesty, inclining still more to that side, waved a hearty Optional Cargo will be landed, unless notice | acknowledgment of the salutations of the ladies on the stand.

fore-wheel, like that of a sledge-hammer strik-No Claims will be admitted after the Goods | ing on a stone pay ment. Then came a terrific have left the steamer's Godown, and all Goods | detonation, foud and ecisp, like the discharge remaining undelivered after the 12th inst. of a large-calibre gun. Like a vessel to-sed on the waves the carriage tremble L. A strong by the Guild before the other shipowners' All Claims against the Steamer must be acrid odour was noted, and a flash was seen, presented to the Undersigned on or before the | white, like lightning. Beneath the carriage was heard a noise resembling the rasping of a hundred files, and the vehicle-w-is-enveloped ina dense smoke-so dense that the King was unable to see the street, and so a cly distin-

guished the Queen. "In himself the King did not notice the least trace of injury or of pain, but, deeply moved by the thought of what might have happened to the Queen, he took her head between his hands, kissed her, and asked, with some anxiety

Are you wounded? "Looking fixedly at her husband, the Queen replied. 'No, no, I am not hurt. I swear it.' "A bomb has been thrown," the King add of and Queen Victoria waving away the smoke with her hands, said, 'So I had thought, but it does not matter. I will show you that I know

how to be a Queen. "The smoke began to clear away, and the carriage, moved by the rearing horses, jump d forward about five or six yards, and again stopped dead.

"King Alfonso thrust his head out of the window on the left, and saw that soldiers were estruggling to restrain the horses, while the torrified crowd was fleeing and the ludies in the grandstand were huddled together in the direct confusion.

"Believing that the effects of the explosion had been only slight, the King said, 'Senores, this is nothing, let us go on.' Then the Coule del Grove, who came up at a gellop, and the King's Equercy, the Conde de Faent: Blanca, informed his Majesty that the carriage could A CONSIGNEES of Cargo from London ex s.s. I not proceed, as one of the horses was killed and

Open the door, said the King, bring the in connection with above Steamers are hereby | cirriage of respect, and inform her Majesty informed that their Goods, with the exception | the Queen and Princess Hen y that we are ;

landed and stored at their risks into the The aide-de-camp of General Azuar and hazardous and/or extra hazardous Godowns of the Conde de Fu-nte Blanca, as I believe, the Hongkong and Kowloon Wharf and carried out these orders, and when the carriage Godown Co., Ltd., at Kowloon, whence delivery of respect arrived his Majesty alighted, very slowly, saluting a flag which was at the side, Optional Cargo will be forwarded on unless | and offering his hand to her Majesty the Queen, intimation is received from the Consignees who, in descending from the carriage soiled the before Noon To-pay, requesting it to be end of her train and her shoes with the blood from one of the horses, with which the carriage

"King Alfonso spoke with various courtiers, Monday, the 16th July, at Noon, will be subject and at that moment Prince Carlos of Bourbon ran up. Sooing that their "tajesties were safe All claims must be sent in to me on or before and sound he recovered his composure. On the right of the carriage his Majesly saw the dead and wounded. With a rapid glance be had unted the effects of the explosion, and with a calm voice, but in a tone of reprehension be said: What a terrible misfortune! What infamy! What great wickedness must be required to shed so much innerent blood!

"Offering his arm to the Queen, King Alfonso with great tast caused her Majesty to turn towards the Almudena, so that she should not see the killed and injured. But it was useless. because there were wounded overywhere, and the dead, in a shapeless mass, lay in their path: "In soite of the panic, the people in the balconies cheered the King and Queen, and Don-

How to BE BEAUTIFUL -Keep your complexion, Mrs. Ellen's Crême Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

Alfonso made signs to show that no injury had been done either to himself or to his bride. Walking round behind the Crown coach, and advancing some twenty steps, their Majesties mounted the carriage of respect. Having seen the Queen inside, the King turned towards his equerries, and in a clear voice said, ' Very slowly to the Palace! In the curriage, thinking that the Queen had been hurt and was concealing the fact, he anxiously inquired, 'Tell me the truth, tell it without four; are you wounded?' The Queen replied, 'No, I am not wounded; I was

thinking only of thee.' "These word, were uttered by her Majesty when the carriage was turning the corner of the Calle de Bailon, where it received a tremendous ovation." -- Daily Telegraph.

APPORTIONMENT OF SALVAGE

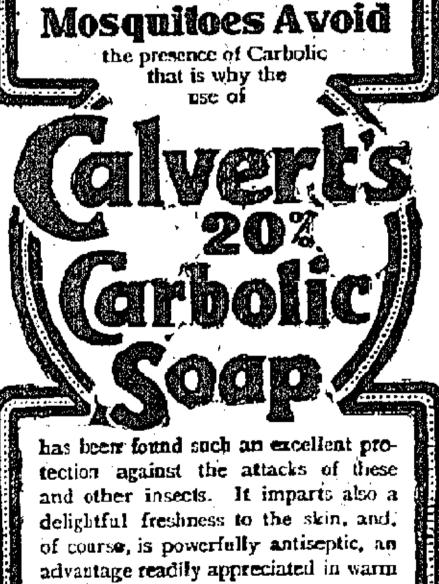
AWARDS. The subject of the apportionment of salvage awards in so far as officers of in scalant vessels. are concerned has occupied the attention of the Merchant Service Guild for the past ten years, and on various occasions representations have been addressed by that body to His Majesty's Judges urging that the officers were treated share of salvage than others serving under

y rec iving, bent her head towards the window | engineer, whilst doctors, cooks, stewards, and of the carriage, waving a salutation with her others, who have been onlookers more than anyhand, which was seen outside the window on thing else, have fored better in the way of the right side. Arriving at the Plaza de la salvage than have the officers. Arising out of Villa, his Majesty informed the Quoen that the case of the salvage award to the s.s. thence onwards to the Palace were situated out Lucion, the Guill made further representathe left hand side the official buildings. Her tions to His Majesty's Julges at the cad of of one sitting in a carriage and looking through | were of a sympathetic nature and it was stated the window on the other side. She inclined that sugrestions as to a fairer method of apherself towards the side where the King was portionment would be considered. This was sented—the left—to look at the prople on the promptly complied with by the Guild with the balconies of the Ayuntamiento, of the offices of result that His Majesty's Judges have now the Civil Government, the Council of State, | departed from the original mesho bof apportionhave been made in the Admiralty Court the "To this small detail the Queen owed her Judge has laid it down that the chief, second.

salvage services rendered, receive one-third more "The King began explaining to her Majesty | than he would have been given under the sations throughout the kingdom.

> A we'l-known shipowner, Mr. D. Stephens, reised the point at a meeting of the North of England Steamship Owners' Association By a carious coincidence this meeting took place on the same day as the Judge altered the previous me had of apportionment in the High Court, and it was decided that the individual shipowning mambers of that as ociation should the recommended to include a clause, in the acticles of agrain ant of their ships specifying thet the officers in cases of salvage should be treated in an exactly similar manner to that decited upon by the Judges of the Admiralty Court. This action of the North of England Scamship Owners' Association was brought shrietles with a very satisfactory result.

The Hartlepool Shipowners' Society have expressed their sympathy with the views of the Guill and are issuing a circular to the various thems in membership recommending their adoption of a clause sim lar to that of the North of England Steam deip Owners' Association. The Cardiff Incorporated Shipowners' Association have informed the Guild that their suggestion has been adopted and a circular letter to that effect is being forwarded to each of their shipowning mambers, whilst a communication has just been received from the General Suppoweers' Society, Lindon stating that they are taking si nilar action. The other shipowalag organisations have the matter under their notice, with every probability of favourable consideration, and the improvements which have now been secured have given great satisfaction to all officers of merchant ships.



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Made by P. C. Calvert & Co., Manchester, Eng.

R purely Vegomeat, furmishtog a tin at agreeable method of adminstering the only centain Remedy for Intestinal or Thread Worms. ij ja perfectlytale and mild, especi-Children. Sold in Bottles by all Druggista.

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PILSENER. CROWN LABEL.

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PER CASE OF 4 DOZEN QUARTS.

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PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

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This successful and highly popular remedy, used in the Contam that Hospitals by Ricord, Rostan, Johert, Velpeau and others, combines all the desiderata to be sought in a medicane of the kind, and surpasses everything hitherto THERAPION NO.1 markably the arisary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, rritation of the lower bowel, cough, broughitis, asthma, and

some of the more trying complaints of this kind, it will be tound astonishingly efficacious, affording prompt relief vehicle other well-tried comedies have been powerless. THERAPION NO. 2 for im-the blood, scurvy, pin ples, spors, blotches, pains and swel-nge of the joints, secondary symptoms, good, rhoumatism, and all diseases for which it has been too much a fashion congile, morenry, sursaparilla, &c., to the destruction of surerest teeths and rote of health. This preparation

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tarities the wholesystem through the blood, and thoroughly

nired, and observe above Trade Mark, which is a facinile of word "THERAPION" as it aprears on the Hritish joyernment Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery. Sold by Frincipal Chemists.

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Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment jof Ringworm, Acne, Psoriasis, Eczerna and Skin diseases geinerally.

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SHIPPING.

ARRIVALS. ANGHIN, German stra 1,001, Chr. Kumpel, 1 0th July-Bangkok 2nd July and Swatow 9 t h. Rice and Wood -Butterfield & Swire. Anglo-Saxon, British str., 2,700, Charles H. Moore, 10th July-Keelung 8th July, General.-Shewan, Tomes & Co.

HENLARIC, British str., 2,510, Wallace, 10th July-London 27th May and Singapore 4th July, General,-Gibb, Livingston & Co. BRAND, Norwegian str., 1,520, M. Evensen, 9th July - Soursbaya 26th June. Sugar .--Sandar, Wieler & Co.

HAITAN, British str., 1,183, J. S. Roach, 10th July-Foochow 6th July, Amoy 8th and Swatow 9th, General. - Douglass Lapraik

JOSHIN MARU, Japanese str., 702, H. Ohia, 10th July - Tamsui via Amoy and Swatow ! 5th July General.—Osaka Shosen Kaisha. Kumano Maru, Japanese str., 5,076, Wm. Scott Hunter, 10th July Nagasaki 6th July, General.-Nippon Yusen Kaisha. PROGRESS, German str., 768, H. Pahren, 10th

Pronto, Norwegian str., 838, The Scoberg, 9th July Newchwang via Chefoo 2nd July, General. - Augustd, Thorsen & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE July 10th.

Kalgan, British str., for Shunghai. Kowloon, German str., for Chinking. Lydia, German str., for Kobe. Maidzera Mara, J. prinese str., for Swatow Progress, German str., for Kwangchauwan. Pronto, Norwegian str., for Canton. Victoria, Swedish str., for Chefoo.

DEPARTURES. July 9th.

ABRICLOY R. British str., for Batavia Ashigia, German str. for Hamburg CHEANGCHEW, British str., for Amoy GLENLOCHY, British str., for London LIANGERS W. British str., for Amoy MEEGOO, Uhinese str., for Shanghai. SHOSHU MARU, Japanese str., for Shanghai Taimani, Datch str., for Batavia. TOURANE, French str., for Europe. YOCHOW, British str., for Shanghai.

SHIPPING REPORTS. The German str. Anghin reports: Moderate southerly winds and fine weather. The British str. Auglo-Savon reports: Fine clear weather and light S.W. winds. Swatow and Hongkong moderate S.W. winds, MANILA smooth sea and fine weather.

VESSELS IN DOCK.

ABERUBEN DOCKS.—Amigo. KOWLOON DOCKS - Alta, Magallanes, Hercules, Monteagle, U.S.A.T. Ingulls, Cranley, COSMOPOLITAN, DOCK: - Hongkong Marn.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS. FOR LONDON AND ANTWERP.

ITHE Steamship

"GLENESK," Captain J. Rafferty, will be despatched as above on or about the 10th July. For Freight and Passage, apply to McGREGOR BROS. & GOW Hongkong, 18th June, 1906. FOR SINGAPORE, PENANG AND CALCUTTA.

ITHE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 11th last, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 5th July, 1906.

NAVIGAZIONE GENERALE ITALIANA. (Plorio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA. PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SURZ, PORT SAID. MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTS, all MEDITER. BANEAN, ADBIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA.

FITHE Steamship

"ISCHIA," C ptain Dodero, will be despatched as above TO-DAY, the 11th July, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

CARLOWITZ & Co., Hongkong, 30th June, 1906.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 14th July at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Britannia, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all carge for France, and Tea for Loudon (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marzeilies and London; other cargo for London, &c. will be conveyed from Bombay by the R.M.S. Himalaya, due in London on 26th August. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

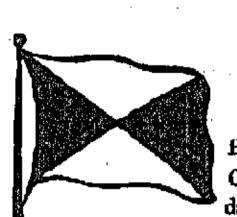
Superintendent. Hongkong, 2nd July, 1906,

ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels auchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

2 From Harbour Master's to Blake Pier. 1. From Green Island to the Harbour Master's. 3. From Blake Pier to Naval Yard. FLAG & RIG BERTH vrasel's nambs CAPTAIN TO BE DESPATCHED Brit. str. ... LONDON & ANTWERP..... McGregor Bros. & Gow GLENESK..... Rafferty Quick despatch. LONDON, &c., VIA USUAL PORTS OF CALL DELTA Brit. str. P. & O. S N. Co. C. L. Daniel On 14th inst., at Noon. LONDON & ANTWERP VIA SINGAPORE, &c. Brit. str. E. B. S. Notley P. & O. S. N. Co. About 19th inst PROMETREUS..... Brit. str. ... LONDON, AMSTERDAM & ANTWERP...... BUTTERFIELD & SWIRE On 17th inst. Brit, str. ... BUTTERFIELD & SWIRE LONDON, AMSTERDAM & ANTWERP...... PINGBURY On 31 st inst LONDON, AMSTERDAM & ANTWERP..... OBESTES Brit. str. ... Buttelfield & Swife On 14th Aug. BUTTERFIELD & SWIRE LONDON, AMSTERDAM & ANTWERP..... ACHILLES Brit. str. On 28th Aug. Fren.str. ... Messageries Maritimus..... Charbonnel MARSEILLES, &c., VIA PORTS OF CALL,............ On 24th inst., at 1 P.M. BREMEN, VIA PORTS OF CALL of elchers & Co. G. Meiners Ger. str. To-day, at Noon. HAMBURG, ANTWERP & LONDON GLENLOCHY McGregor Bros. & Gow Brit: str. E. J. Stallard Quick despatch. HAVRE & HAMBURG VIA STRAITS, &c. AMBRIA Winnenberg HAMBURG-AMERIKA LINIE ... Ger. str. On 14th inst. SCHWARZBURG HAVRE & HAMBURG VIA STRAITS, &c. Ger. str. ... Faces..... MAMBURG-AMBRIKA LINIE ... On 24th inst. HAVRE & HAMBURG VIA STRAITS, &c. ALESIA Ger. str. ... Lüning HAMBURG-AMERIKA LINIE ... On 7th Aug. HAVRE & HAMBURG VIA STRAITS, &c. SPEZIA..... LAMBURG-AMERIKA LINIE ... Ger. str. ... k.w. On 21st Aug. HAVRE, BOTTERDAM & LIVERPOOL ALCINOUS Brit. str. ,... BUTTERFIELD & SWIRE On 30th Aug. July - Nau Chau 9th July, General -- COPENHAGEN & BALTIC PORTS NOBDKAP Dan. str. Brinck Мессиева & Со. About 20th inst. TRIESTE, &c., VIA SINGAPORE, &c. Aus. str. ... Damianovich SANDER, WIELER & Co...... On 2nd Aug., P.M. Bilesia Ger, str. ... HAMBURG-AMERIKA LINIE ... NAPLES. HAVRE & HAMBURG GENOA, MARSEILLES & LIVERPOOL TEUCER Brit. str. ...; BUTTERFIELD & SWIRE On 20th inst. Typeus /.... Brit. str. ... GENOA. MARSEILLES & LIVERPOOL...... BUTTERFIELD & SWIRE On 20th Aug. Brit. str. ... Thompson JESERIC BOSTON & NEW YORK ARNHOLD, KARBERG & Co..... About 28th inst. NEW YORK VIA PORTS & BUEZ CANAL Anglo Saxon SHEWAN, TOMES & Co. Am. str. ... To-morrow. LOWTHER CASTLE ... NEW YORK VIA PORTS & SUEZ CANAL...... Brit. str. ... DODWELL & Co., LTD...... About 25th inst. EMPRESS OF JAPAN Brit. str. ... VANCOUVER VIA SHANGHAI JAPAN, &c...... CANADIAN PACIFIC R. Co..... To-day. MONTEAGLE Brit. str. ... VANCOUVER VIA SHANGHAI JAPAN, &c...... UANADIAN PACIFIC R. Co..... On 18th inet. VICTORIA (B.C.) & TACOMA VIA JAPAN SHAWMUT E. V. Roberts DODWELL & Co., LTD..... Am. str. ... TELEMACHUS VICTORIA (B.C.) SEATTLE, &c. via JAPAN... BUTTERFIELD & SWIER Brit. str. ... 1991 m. utabie ent eftabentbranna anten. On 4th Aug. NUMANTIA PORTLAND, OREGON VIA SHANGHAI, &c..... Ger. str. ... PORTLAND & ASIATIC B.S. CO. To-morrow, at Noon Butterfield & Swire AUSTRALIAN PORTS VIÄ MANILA CHINGTU Brit. str. 👑 On 18th inst. Prinz Sigismund ... AUSTRALIAN PORTS VIA MANILA MELCHERS & Co. Ger. str. ... On 24th inst., at Noon. EMPIBE St. John George AUSTRALIAN PORTS VIA MANILA GIBB, LIVINGSTON & Co...... Brit. etr. On 28th inst., at Noon. DAPHNE NAGASAKI & YLADIVOSTOCK Ger. str. ... HAMBURG-AMERIKA LINIE ... · End of July, YOKOHAMA VIA SHANGHAI, MOJI & KOBE SUNDA Brit. str. G. M. Montford, R.N.N. P. & U. S. N. Co. About 22nd inst. YOKOHAMA & KOBE Dan. str. SIBIRIEN.... MELCHERS & Co. About 27th inst. YOKOHAMA & SAN FRANCISCO **Ванотан** Brit. str. SHEWAN, TOMES & CO. About 10th Aug. SHANGHAI..... HANGSANG Brit. str. ... JARDINE, MATHESON & Co. ... To-morrow, at 1 P.M. SHANGHAI..... LINAN BUTTERFIELD & SWIRE Brit. str. ... To-morrow, DELHI Brit. str. ... D. Andrews, R.N.R. P. & O. S. N. Co. SHANGHAI About 12th inst LIANGCHOW Brit. str. ... BUTTERFIELD & SWIRE ----On 14th inst. SHANGHAI, YOKOHAMA & KOBE Sambia Ger. str. ... HAMBURG-AMERIKA LINIH ... On 18th inst. SHANGHAI, NAGASAKI, KOBE & YOKOHAMA P. R. LUITPOLD..... Ger. str. MELCHERS & Co. On 18th inst. Gor, str. ... SHANGHAI YOKOHAMA & KOBE Sakonia HAMBURG-AMBRIKA LININ ... On 25th inst. Joshin Maru TAMSUI VIA SWATOW & AMOY T. Ohta Jap. str. .. OSAKA SHOSEN KAISHA On 13th inst., at 10 A.M. J. Merlin ANPING VIA SWATOW & AMOY MAIDZURU MARU.... Jap. str. ... OBAKA SHOSEN KAISHA Today, at 10 A.M. SWATOW, AMOY & FOOCHOW HAITAN Brit. str. ... J. S. Roach ... Douglas Laprain & Co..... To morrow, at I P.M. SWATOW, AMOY & FOOCHOW H. A. Haraldson **FRITHJOF** OSAKA SHOSEN KAISHA Ger. str. ... To-morrow, at Noon, SWATOW, WEIHAIWEY, CHEFOO & TIENTSIN Brit. str. ... I m. Butterfield & Swire To-morrow. Brit. str. 🗼 🕟 1 m. MANILA TAMING Butterfield & Swire **** | ************** To-day. LOONGSANG..... Brit. str. ... MANILA JARDINE, MATHESON & Co. ... On 13th inst., at 4 P.M. The British str. Hadan reports. Foochow to MANILA Brit. str. ... i --ZAFIEO R. Rodger SHEWAN, TOMES & Co. On 14th inst, at Noon. Amoy S.W. winds, heavy minfalls. Amoy to MANILA Brit. str. 🚛 🕒 — TEAN BUTTERFIELD & SWIRE On 17th inst. Rubi..... Brit, str. :.. R. Almond SHEWAN, TOMES & Co. On 21st inst., at Noon CEBU & ILOILO KAIFONG..... Brit. str. ... BUTTERFIELD & SWIRE *** *** **************** On 18th inst. BANGKOK VIA SWATOW KANJU MARU Jap. str. ... NIPPON YUSEN KAISHA..... -----On 13th inst., at Noon. SINGAPORE, PENANG & CALCUTTA..... W. D. A. Thomas DAVID SASSOON & Co., LTD. ... CATHERINE AFCAR Brit. str. ... To-day, at Noon. NAMBANG SINGAPORE, PENANG & CALCUTTA Brit. str. , . -JARDINE, MATHESON & Co. ... On 17th inst., at 3 P.M. BOMBAY VIA SINGAPORE & PENANG....... IBCHIA..... Dedero CARLOWITZ & CO. Ital, str. ...

Dat. str. ...



JAVA PORTS.....

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 14th July, Noon.
RUBI	2540	R. Almond	Manila.	On 21st July, Noon.



Hongkong, 7th July, 18

Hongkong, 9th July, 1905. HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ,

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). SS. "ANGLO SAXON" ... On 12th July. S.S. "JOHN HARDIE" About 20th August. For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS Hongkong, 20th June, 11906.

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG, S'HAI VIO INLAND PORTLAND, OREGON. SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. STEAMSHIP. CAPTAIN TO SAIL AT NOON "NUMANTIA" 4,370 Feldtmann July 12th, 1903. Metzenthin...... August 14t1, 1906. Ernst September 5th, 1906. with or apply to S. SILVERSTONE, ACTING GENERAL AGENT. Hongkong, 20th June, 1906.

STEAM NAVIGATION COMPANY.

FOR	8TBAMER8	TO SAIL	REMARKS.
SHANGHAI	DELHI J. D. Andrews, R.N.R.	About 12th July	Freight and Passage.
LONDON &c., VIA USUAL PORTS OF CALL	$\left\{ egin{array}{ll} oldsymbol{DELTA} & \dots & \dots \\ \mathbf{C.\ L.\ Daniel} & \dots & \dots \end{array} \right.$	Noon, 14th July	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN E. B. S. Notley	Abcut 19th July	Freight and Passage.
YOKOHAMAVIASHANGHAI, MOJI and KOBE	SUNDA	About 22nd July	Freight and Passage.
For further Particulars	, apply to	E. A. H	EWETT,

NORTHERN PACIFIC LINE.

To-day, at Noon,

Quick despatch.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

JAVA-CHINA-JAPAN LIJY

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOROHAMA

Steamer,	Tons.	Cap sin.	Sailing Date.
SHAWMUT	9,606	E V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August:

Cargo only: - CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage,

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to-

DODWELL & CO., LIMITED, Queen's Buildings. GENERAL AGENTS. Hongkong, 25th April, 1906

HAMBURG-AMERIKA

HOME LINE-OUTWARD. DESTINATION SHANGHAI, YOKOHAMA & KOBE

STEAMERS SAMBIA 8AXONIA SILESIA

TO SAIL. 18th July SHANGHAI, YOKOHAMA & KOBE 25th July **SHANGHAI, YOKOHAMA** & KOBE 3rd Aug.

HOME LINE-HOMEWARD

Taking Cargo at through rates to Antwerp, Amsterdam, Rottendam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. STEAMERS. TO SAIL.

AMBRIA -) HAVRE and HAMBURG Capt. Wünnenberg } via Singapore, Penang and Colombo SCHWARZBURG HAVRE and HAMBURG via Singapore, Penang and Colombo On 24th July Capt. Faass HAVRE and HAMBURG ALESIA via Singapore, Penang and Colombo On 7th Aug. Capt. Luning HAVRE and HAMBURG SPEZIA via Singapore, Penang and Colombo On 21st Aug. Capt. Müller NAPLES, HAVRE and HAMBURG * SILÉSIA via Singapore, Penang and Colombo & On 4th Sept. Capt. Bable

"RHENANIA" Capt. von Hoff. This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunks), sofs, table, 2 ward. robes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity & carries Doctor, Stewardess & Washerman. The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "Habsbueg." "Hohenstaufen," "Scandia" and "Silesia."

> COAST SERVICE. DESTINATION TO SAIL.

STEAMERS DAPHNE

Superintendent.

NAGASAKI & VLADIVOSTOCK. End of July. Freight & Passengers.

For Freight and Pessage, apply to HANBURG-AMERIKA LINIE, For Steamers of the Coast Service Marked ! to HONGKONG OFFICE. SIEMSSEN & CO.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA. HONGKONG-SWATOW-BANGKOK LINE.

BANGKOK VIA SWATOW. THE Chartered Steamship

"KANJU MARU," will be despatched as above on FRIDAY, the 13th inst., at Noon.

To be followed by the Chartered Steamship "PROMETHEUS," Captain Cornellissen, will be despatched as above on or about TUESDAY, 17th inst., at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

Hongkong, 4th July, 1906.



STEAM FOR SAIGON SINGAPORE, BATAVIA. COLOMBO, CALCUTTA BOMBAY. ADEN DJIBOUTI, EGYPT. MARSEILLES, LONDON, HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS.

Prince's Building.

THE Steamship "TONKIN,"

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M. This Steamer connects at Colombo with the Australian line s.s. Australian, bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Europe. Next sailings will be as follows: S.S. "ARMAND BEHIC" ... 7th Aug. S.S. "ERNEST SIMONS" ... 21st Aug. S.S. "CALEDONIEN" ... 4th Sept. S.S. "POLYNESIEN" ... 18th Sept. S.S. "SALAZIE" ... 2nd Oct. G. DE CHAMPEAUX, Agent.

Hongkong, 11th July, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG. "LOWTHER CASTLE" ... 25th July. For Freight and further information, apply to DODWELL & CO., LD.,

Hongkong, 20th June, 1906

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANICA, TIMOB, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Admeatds, New Zealand, Tasmania, &c.) THE Steamship

"EMPIRE." Captain St. John George, will be despatched for the above Ports on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewarders and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company haveelectric fans fitted in statercoms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd July, 1906.

THE AMERICAN & ORIENTAL LINE FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC." Captain Thompson, will be despatched for the above Ports on or about the 28th inst. For Freight, apply to. ARNHOLD, KARBERG & Co., Hongkong, 4th July, 1906.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID. (laking Cargo at through rates to the BRAZILS.

to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and ADBIATIC PORTS). "I'HE Company's Steamship

"CHINA." Captain Damia novich, will be despatched as above on THURSDAY, the 2nd August, P.M. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to SANDER, WIELER & Co.,

Agents, Princes' Buildings. Hongkong, 5th July, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA & SAN FRANCISCO.

TIME Steamship

"DAKOTAH," will be despatched for the above Ports on or about the 10th August. For Freight and further particulars apply to SHEWAN, TOMES & Co.,

Agents. Hongkong, 28th June, 1906.

STEAMSHIP COMPANY. OCEAN MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL. CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

	OUTWARDS.	
>==	ATEA MERS	DUM
FROM TOTAL TOTAL POOL	"LAERTES"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
11111100000000000000000000000000000000	"DIOMED"	On 2nd August.
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 2nd August.
	· ORLEUS"	On 9th August.
THE RESERVE AND THE VEHICLE COMPANY	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
GLASGOW and LIVERPOOL	HOMEWARDS.	. •
	STRAMBAR	TO SAIL
b i) it		
LONDON, AMSTERDAM and	"PROMETHEUS"	On 17th July.
A MITONINE TO BE A PROPERTY AND A SECOND ASSESSMENT OF THE PROPERTY ASSESSMENT		
TOTAL MARSELLLES and ("TEUCER"	On 20th July.
LONDON, AMBTERDAM and ("PINGSUEY"	On 31st July.
		•
LONDON, AMSTERDAM and	"ORESTES"	On 14th August.
A 167711311112 12 37 14	•	-
OGENOA, MARSELLLES and l	"TYDEUS"	On 20th August.
₩ ₩₩₽₩173 134 M 184	·	
LONDON, AMSTERDAM and	"ACHILLES"	On 28th August:
6 m (cm 3 ft) 57 57 59	•	
•HAVRE ROTTERDAM and ("ALCINOUS"	On 30th August.
	•	
- Taking C	argo for Liverpool at London Rate	70.

TRANS-PACIFIC SERVICE. Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD. TO BAIL STEAMERS. VICTORIA, SEATTLE, TACOMA, &) "TELEMACHUS" all PACIFIC COAST PORTS, VIA On 4th August. "BELLEROPHON" NAGASAKI, KOBE and YOKO. On let September.

HAMA WESTWARD. STEAMERS On 14th July. VICTORIA SEATTLE, "TYDEUS" On 15th August. and PACIFIC COAST

For Freight, apply to-BUTTERFIELD & SWIRE, AGENTS. Bongkong, 9th July, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL	
MANILASHANGHAI	* "TAMING"	On 11th July. On 12th July.	
SWATOW, WEIHAIWEL, CHEFOO	" HUICHOW "	On 12th July.	
CITT A NOVELLA I	+ "LIANGCHOW"	On 14th July. On 17th July.	
MANILA CEBU and ILOILO PORTO	• "KAIFONG"	On 18th July	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS,	t "CHINGTU"	On 18th July.	
TOWNSVILLE, BRISBANE,		• •	
OILLIANT and It will be a seen in discost	d to the superior recomm	adetion affared b	

· The attention of Passengers is directed to the superior accommodation offered by these teamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangteze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other FOR Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANUA AND AUSTRALIAN PORTS,

> For Freight or Passage, apply to-, BUTTERFIELI) & SWIRE, AGENTS.

Hongkong, 9th July, 1906.

18 MA

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Actors the Pacific is the "EMPRESS LINE," Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

Proposi	ED SAILIN	ias.	(Subject to Alteration)
R.M.S.			LEAVE HONGKONG ARRIVE VANCOUVE
"EMPRESS OF JAPAN"	6,000 ,	***	WEDNESDAY, 11th July 1st Aug.
" MONTEAGLE"	5,5 00 ,.	• • •	WEDNESDAY, 18th July 11th Aug.
"EMPRESS OF CHINA"			WEDNESDAY, 1st Aug 22nd Aug.
"TARTAR"	4,425 ,		WEDNESDAY, 8th Aug 1st Sept.
"EMPRESS OF INDIA"	6,000		WEDNESDAY, 22nd Aug 12th Sept.
•			

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAILY from the PACIFIC to the ATLANTIC WITHOUT CHANCE.

Hongkong to London, 1st Class......via St. Lawrence £60; via New York £62. Intermediate on Steamers) and 1st Class Rail R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate"

passengers only to Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments

For further information, Maps, Routes, Handbroks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED BAILINGS FROM HONGKONG-

图/		•	SUBJECT TO ALTER	RATION.
ANPIN(FOR I VIA SWATOW TOMA TOMA TOMA TOMA TOMA TOMA TOMA TOMA	 • • • • • • • • • • • • • • • • • •	THE CO.'S B.S. "JOSHIN MARU" T. OHTA "MAIDZURU MARU" J. MERLIN	FRIDAY, 13th July, at 10 A.M. WEDNESDAY, 11th July, at 10 A.M.
	W, AMOY and OCHOW	{	THE CHARTEDED 8,8. "FRITHJOF" H. A. Hahaldsen	THURSDAY, 12th July, at Noon.
* These	Steamers have excell hout with electric lis	lent s cht.	Commodation for First-class Unrivalled Table.	Passengers, and are fitted

† Taking Cargo on through Bills of Lading to all Yaugtsze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building. Hongkong, 9th July, 1906.

T. ARIMA, Manager.

LD. INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) + SHANGHAI

* MANILA

**LOONGSANG"... Thursday, 12th July, 4 P.M.

*SINGAPORE, PENANG & CALCUTTA "NAMSANG".... Tuesday, 17th July, 3 P.M. * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoe, Tientsin, Newchwang & Yangtsze Porta

For Freight or Passage, apply to

Lines can be washed on board.

Hongkong, 7th July, 1906

IMPERIAL GERMAN MAIL

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT. SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

STRAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGER: AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS, PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. STEAMERS.

1				;	1906	
	ROON			EDNESDAY EDNESDAY	• • •	lith July 18th July
	SEYDLITZ BAYERN		v	EDNESDAY	140	1st August
	PRINZ REGENT LU PRINZ EITEL FRIE	ITPOLD DRICH	W	EDNESDAY EDNESDAY	***	15th August 29th August
	SACHSEN PRINZ HEINRICH	***	W	/EDNESDAY /EDNESDAY	***	12th September 26th September
D	GNEISENAU PRINZ LUDWIG	***	W	VEDNESDAY VEDNESDAY	• • • •	10th October 24th October
ĩ.	PRINZESS ALICE	• • • • • • • • • • • • • • • • • • • •	W	VEDNESDAY VEDNESDAY	• • •	7th November 21st November
٠,	PREUSSEN	-1-	*			•

Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPERS and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 9th July. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th July, and Parcel will be received at the Agency's Office until Noon, on Tuesday, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has aplended accommodation, and carries a Doctor and Stewardesses.

RATES OF PASSAGE MONEY FROM HONGKONG:	181 (/1888	and Cuss	ora Ciuss
TO NAPLES, GENOA AND GIBRALTAR	£61 0 0 .	£42 0 0	£22 0 0
return	91 0 0	′ 63 O O	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN	,		
AND HAMBURG	6500	44 0 €	24 0 0
return	97 0 0	66 0 0	36 O O
TO NEW YORK VIA SUEZ			
VIA NAPLES, GENOA OR GIBRALTAR	6400.	44 0 0	26 0 0
return	115 0 0	79 0 0	$47 \ 0 \ 0$
VIA BREMEN OR SOUTHAMPTON	68 O O	46 0 0	27 0 0
return	$123 \ 0 \ 0$	83 O O	49 0 0
In the event of the passenger leaving the Mail St	eamer at Naple	s, Gener or	Gibraltar an
travelling to Bremen or Southampton overland THE 8A	ME RATES TO B	E APPLIED A	ib aiy n'édfe
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GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's Tour via India: Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included. INTERRUPTION OF THE VOYAGE IN EGYPT Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

from PORT SAID. JAPAN-CHINA-AUSTRALIAN LINE.

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

VIA NEW GUINEA. MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION) SAILING DATES PRINZ SIGISMUND ... 3302 tons TUESDAY, 24th July. 1763 tons TUESDAY, 21st Aug. WILLEHAD ... 3227 tons ... TUESDAY, 18th Sept. PRINZ WALDEMAR ... N TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND." Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed en board. - RATES OF PASSAGE MONEY FROM HONGKONG:

ı									st Class	2nd Class	3rd Class	វនរ	Class 2n	d Class
	TΩ	MA	NTL	A				• • • •	\$ 50,	\$3 0 —	\$20,	return	\$ 80.—	\$50
1				UINE		***			£28	£18.10	£14.00	return	£42	£27.15
į			BBA				• • • .		£30.—	£20.—	£14.—	return	£54	£36.—
i	-			¥		• • •	•••		£33.—	£23.—		•	£59.10	£41.10
	_			URNE			44		£34.10	£24.10	· ·		£62.5	£44.5
				AMA		,			\$ 80.00		\$ 4 0.00		-	_
ı	Τo	KO.	BE .		•••		11.0		\$ 95,00	\$ 70,00	\$ 50.00	return	\$170.00	\$1 20.
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.		to 1	HON	${\tt GKON}$	[G]		*		8140.00	\$100,00				
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4	To	EU	ROP!	AIV B	AUS?	CRAL	A ANI	o co	LOM BO) by Impe	orial Mail	Steamer	£97. (0. 0.
	To	EU	\mathbf{ROPI}	ALV B	AUS:	$\Gamma RALI$	A AN	$\mathbf{p} \cdot \mathbf{v}$	aeric.	Α	a 2003	•••	96.	0. 0.
	E	rom	Aust	ralia t	о Хем	York	via V	ппсот	uver by	the C.P.	R. Co.'s	stonerer	s, or vir	s San
	Fra	ncie	ю by :	the O.	& O.S.	S. Coli	s steam	ers, a	nd from	New Yor	k to Euro	paby th	he Magn	itice nt

Express Steamers of N.D.L. SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD "Wednesday, 18th July. KOBE & YOKOHAMA ... J SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug. KOBE & YOKOHAMA ... 5 * YOKOHAMA and KOBE ... "WILLEHAD" Wednesday, Ist Aug. ... Wednesday, Ist Aug. TRANS-PACIFIC THROUGH TICKETS FROM 40 NGKON I via Vaus uver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to Europe by the Mignificant Express Steamers of the

Norddentscher Lloyd are issued at the following Rubs:-To Lendon via Plymouth or Southampton - To Bremen 63. 10 0. To Paris via Cherbourg To Naples, Genoa via Gibraltar NORDDEUTSCHER LLOTO. For further Part culars, apply to MELCHERS & CO., Agents.

COPENHAGEN.

EAST ASIATIC CO., LTD., ST: PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. FOR COPENHAGEN AND BALTIC PORTS. ... on crabout the 20th July from Hongkong. ... on or about the 5th Aug. from Hongkong. S.S. "KINA" ... on or about the 1st Sept. from Hongkong. S.S. "SIBIRIEN"

FOR YOKOHAMA AND KOBE. S.S. "SIBIRIEN" ... on or about the 27th July I from Hongkong. For Further Particulars, apply to

> MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1906.

Hongkong, 9th June, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA. CHINA AND JAPAN.

Steamer	From	EXPROTED ON OR ABOUT	WILL LEAVE FOR	On or about
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of
IJILATJAP	JAVA	Second half of July	JAPAN PORTS	First half of August
FJIMAHI	JAVA	Second half of August	JAPAN PORTS	Second half of August
rjiliwong.	JAPAN	Second half of August	JAVA PORTS	Second half of

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

York Buildings, 1st Floor. Hongkong, 9th July, 1906

SHIPPING IN PORT.

STEAMERS. ALDERSHOT, British str., 1,354, W. W. Adam, 6th June-Saigon lat June, Rice.-Dod-

well & Co. AMARA, British str., 1,565, C. J. Mattock, 7th July-Hongay 4th July, Coal,-Jardine, Matheson & Co.

July-Haiphong 5th July and Hoibow 7th, General.—Jebsen & Co. ANDREE RICKMERS, German str., 1,021, W STRATHMORE, British str., 2,200, King, 26th; Tousbort, 7th July-Bangkok 28th June. Rice.-Melchers & Co.

son, 3rd July-Moji 28th June, Coal. Shewan, Tomes & Co.

June-Newcastle (N.S.W.) 31st May, Coal. -Shewan, Tomes & Co. BORNEO, German str., 1,200, Sembill, 8th July | Taming, British str., 1,350, A. W. Outerbridge, -Sandakan 4th July, Timber. Melchers & Co.

CATHERINE APCAR, British str., 1,730, M. D. A. Thomas, 5th July-Calcutta and Straits 20th June, General.—David Sassoon & Co. Chanley, British str., 3,908, W. E. Steele, 8th July - Durban 13th June. Gibb, Livingston & Co.

DAKOTA, American str., 13,305, Emil Francke 2nd July-Seattle 7th June, and Shanghai 29th, General.—Nippon Yusen Kaisha. DERWENT, British str., 1,563, J. Jonkins, 4th July-Saigon 30th June, Rice and General, —Chinese.

DEUFAR, Norwegian str., 1,102, J. Bing, 24th i June-Chinkiang 18th June General -EMPRESS OF JAPAN, British str., 3,039, Hy. Pybus, R.N.R., 3rd July-Vancouver 11th June and Shanghai 1st July, Mails and

General.-C. P. R. Co. FOOKEANG, British str., 1.987, W. E. Sawer, 8th July-Calcutta 23rd June, Coal. Jordine, Matheson & Co.

FRITHJOF, Norwegian str., 891, H. H. Haraldsen, 8th July-Foschow via Amoy and Zingawa, British, str., 2,211, Thompson, 4th Swatow 5th July, General - Oraka Shosen Kaisba. GERD, Norwegian str., 756. R. Andreassen, 8th.

July-Bangkok 1st July, Rice.-Chinese. Hangsang, British str., 1.356, Spencer Wilde, 9th July-Shanghai 4th July, General. Jardine, Matheson & Co.

Hans Wagner, German str., 963, J. Kage, mann, 20th June-Saigon 13th June, Rice. -Lauts, Wegener & Co. HEIMDAL, Norw. str., 764, T. Johnson, 16th June -Haiphong 13th June, General.-A. R.

HONGRONG MARU, Japanese str., 3,449, E. Bent, 6th July-San Francisco 5th June General. - Toyo Kisen Kaisha.

Hongkong, French str., 742, A. Cuzzoni, 9th July-Barphong and Heibew Sth July, General. - A. R. Marty. HUICHOW, British str., 1,270, Wm. B. Brown, 6th July-Tientsin 29th June and Chefoo 30th, General - Butterfield & Swire.

ISCHIA, Italian s.r., 4,182, G. Bodero, 4th July-Bombay and Singapore 28th June, General. - Carlowitz & Co. ITHAKA, German str., 1 450. H. Eckhorn, 8th July-Hankow and Swatow 7th July, Gen.

eral. - Si mssen & Co. KALGAN, British str., 1,143, Lowis, 3rd July -Shanghai 29 h June, General-Butterfield & Swire. KANJI MARU, Japanese str., 1,641. K. Hashi-

moto, 6th July--from Moji, Coal.-Nippon Yusen Kuisha. KIANGPING, Chinese str., 1,222, J. Bornebo, 6th July-Chinking 29th June, General. -Chinese.

Kohsichang, German str., 1,294, C. Gosewisch, 7th July-Kohsichang 30th June, General. -Butterfield & Swire. Kowloon, German str., 2,326, H. Stehr 7th July - Wakamatsu 1st July, Coal.-

Hambur g-Amerika Linie. KWANGTAH, Chinese str., 1,536, W. H. Lunt, 8th July-Shanghai 4th July, General.—C. M. S. N. Co. LAERTES, British str., 1,340, J. Jackson, 28th June - Saigon 24th June, Rice. -Chinese.

LOONGSANG, British str. 1,192, A. G. Smith, 9th July-Manila 6th July, General.-Jardine, Matheson & Co. MAIDZURU MARU, Japanese str., 1.089, J. A.

Merlin, 7th July-Anping and Swatow 6th July, General,-Osaka Shosen Kaisha. MAGAILANES, American str., 832, A. Frezabal, 26th June-Manila 23rd June,-Captain. MARIE, German str., 1,169. J. Petersen, 8th July -Sourabaya 30th June, Sugar. - Jeb-Ben & Co

MONTEAGLE, British str., 3,953, S. Robinson. 1st July - Vancouver 4th June and Shanghai 27th, General,—C. P. R. Co. NAMSANG, British str., 2591, P. H. Rolfe, 8th July-Calcutta 24th June, General, Jarding. Matheson & Co.

NEIL MACLEOD, Amr. str., 902, E. Corral, 19th June-Manila 16th June.-Barretto & Co. N. S. DE ROSARIO. Amr. str., 715, M. Lopez Blanco, 12th June-Manila 9th June.-Barretto & Co. NUMANT IA, German str., 4,380, Feldtmann, 7th

July-Portland (Ore.) 5th June, General. —P. & A. S. S. Co. Peik, Norwegian str., 745, Johs. Lorentzen, 7th

July-Rollo 2nd July, Sugar and Sapan. wood.—Angaird, Thoreson & Co. PETRARCH, German str., 1,252, R. Hatje, 12th June - Sargon 7th June, Rice and General. -Sander, Wieler & Co. PHRA NANG, German steamer, 1,100, F. von Mangelsdorff, 15th June-Amoy 14th June.

General.—Butterfield & Swire. PROMETHRUS, Norwegian str., 1,023, O. Kornelinsen, 6th July-Bangkok via Swatow 5th July, General,—Nippon Yusen Kaisha.

PROVIDENCE, Norwegian str., 693, Skarrebo. 16th June-Saigon 12th June, Rice. Chinese. REIN, Norwegian str., 732, N. C. Mathisan,

4th July-Rajang 27th June, Timber -Bradley & Co. SPARRACH, German str., 900. Lombard, 10th

June-Hollow 9th June, General, ... Jehson & Co. AMIGO, German str., 821, N. Baltson, 8th STANLEY DOLLAR, British str., 1,857, Cross. 30th May-Moji 24th May, Coal. - Arnhold, Karberg & Co.

June Pulo Lant 17th June, Coal .- Dod-BEN von. British str., 2,549 A. W. S. Thom. | Taisnan, British str., 1,100, J T. Luing, 29th June-Shaughai via ports 24th June: Gen-

eral --- Bradley & Co. BEN NEVIS, British str., 2,400, Pritchard, 21st TAIYUAN, British str., 2,268, L. Dawson, 8th July --- Sydney via Ports 12th June, General. -Butterfield & Swire.

tith July -- Manila 4th July, Homp, Butterfield & Swire. TOTTI, German str., 2,555, W. Ziegemmeyer, 7th June-Moji 2nd June, Coal Jebson&Co. TRYM, Norwegian str., I 133, S. Andersen, 5th

July -Bangkok 28th June, Rice. Meal and ${f Wood}$ -Order. Tuga, Norwegian str., 578, Spinnangr, 30th May-Hankow 23rd May, Pig Iron,

UJINA MARU, Japanese str., 4,403, H. Nuno, 8th July-Moii 29th June, Cod.-Mitsui Bussan Kaisha. VICTORIA, Swedish str., 1,200, Hillberg, 29th

May - Wakamatsu 23rd May, Coal .-Augaard, Thoresen & Co. YANGMOO, Korean str., 2,215, N. Wagatsu. 9th July - Kuchinoten, (Japan), 3rd July, Coal.-Mitsui Bussan Kaisha.

YAWATA MARU, Japanese str., 3,866, W. Townsend, 9th July-Australia and Manila 7th July, General.—Nippon Yusen Kaisha. ZAFIRO, British str., 1,619, R. Rodger, 9th July -- Manila 5th July, General. -- Showan, Tomes & Co.

July ... Moji 27th June, Coal .- Order.

HONGKONG DUSINESS

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Gutler, Palmer & Go.'s



Gutler, Palmer & Co., London.

ACENTS SIEMSSEN & GO.,

HONGKONG.

SPECIAL

MAIL WILL CLOSE

DATE
(Wednesday, 11th,
Printed Matter and Sam
ples 9.00 A.51
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; Friday. 13th, 3.00 g.m.
C.M. str. Lacries left Singa-

the 12th inst

Guinand; for Yokobama, Dr. and Mrs. C. A.

Per Tourane, for Snigon, Mr. W. W. Clark;

for Singapore, Messrs, O. Bowack, Albert Kopp.

E. Mursaw and R. Little; for Marseilles, Rev.

Pero A. Mann, Rev. Pore L. Jordan and Mr.

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PLATED GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkone. 21st September, 1903.

LING & CO.,

Hayes, Miss Agnes Isabel Dickson.

Fortuna ja Du.

A TITSU

Sale, Sundry Household Furniture, &c., Sales | pore on Saturday at noon, and is due here on Reom, Mr. V. J. Remedios, 2/39 p.m. Sale, Leascheld Property, Sales Room, Mr. Geo P. Lammert, at 3 p.m. and is expected here on the 12th inst. TO-MORROW. Sale, Leasehold Property "Metropole Hotel

COMMERCIAL.

Sales Roem, Mr. G. P. Lammert, 3 p.m.

•	CLOSING QUOTATIONS.	The Mogni Line str. Ghazee sailed from
		Diverpool on the 31st May for China and Japan.
	July 10th,	1 The Burber Line str. Saint George sailed from
	UN LONDON.—	New York on the 3rd June.
٠.	Telegraphic Transfer2.1.	
	Bank Bills, on demand	PASSEMOUDO
	Bank Bills, at 30 days' sight 2 1	PASSENGERS.
	Sank Bills, at 4 months' sight 2,1	ARRIVED.
	Uredits, at 4 months' sight 2 1	Ver Zojiro, from Manila, Mr. and Mrs. J. P.
	Documentary Bills, 4months sight2 1 .:	Raynolds, Miss C. Cleland, Messrs, J. F. Hoff.
	ON PARIS.	meister, E. H. Foot, N. E. Bayless, Mr. and
	Bank Bills, on demand2664	Mrs. Delmar Smith, Messes, A. P. Wilson,
	Credite, at 4 months sight	Walter Dennis, Mrs. A. M. Abbott, Messrs, E.
	ON GERMANY.	B. Rees, S. O'Shen, Chas. W. McDonald, Surg.
	On demand	Gen. and Mrs. Rixy, Mrs C. M. M. J. James
	ON NEW YORK.	and Capt. H. Deakyne, U.S.A.
	Bank Bills, on demand	-Per Kumana Maru, from Nagasaki for Hong-
	Credite, 60 days' sight	Kong. Messis, W. Nicholson, G. H. A. Dokhyo
	() N BOMBAY	and P. Dodson: for Manila, Cant. J. C. Dog. 1
	Telegraphic Transfer	Mrs. 11. Deakyn and child. Mrs. E. S. Eby
	Cank, on demand	MISS M. Nickergon, Mr. and Mrs. A. Pudman
	UN CALOUTTA.	and child, Messrs, Otto Scheprer, John C. Koofa
	Telegraphic Transfer	of Mr. and Mrs. A. B. Young, for Townwilla Mr.
	ank, on demand	I and Mrs. C. 15. Allen; for Sydney Mr S II 1
	. (N SHANGHAL	Agnow, Miss Berth Christy, Roy J McCorthy 1
	Pank, at sight	[20 B 390 Mrs. Geo. Hudson Ray L. Mastin L.
	rivate, 30 days' sight,	I Mr. and Mis. J. K. Mackay Mr. W. H. Mackay I.
	ON YORGHAMA.—On demand1033	1 of iss Di. 12. Shiffer, Messrs, A. J. M. Simmon 1
	On MANUA.—On demand—Pesos,—103	O. Studholme, Mr. and Mrs. K. A. Taylor, Miss 1.
	Or Brack Power — On domand 101	Kuty Taylor, Miss Aline Paylor, Mr. Hemnety, 1
	ON SINGAPORE.—On demand 10 n.c. p.m.	for Methourne, Messey, W. R. Furlance (1)
:	On BATAVIA.—On demand 1271	
	On HAIPHONG.—On demand	- 1 (b) Anna (c)
	ON SAUGON,—On demand	Lourenson.
	ON BANGKOK.—On demand	Per Hailan, from Coast Ports, Messrs, H. P.
	Severeigne, Bank's Buying Rate 9.40	White. B. W. Welker, Mr. and Mrs. A. M.
	Got p LEAF, 100 fine, per tael 49 5 1	The state of the s

OPIUM.

July 10th. Quotations are: Allow'ce net, to I catty, Malwa New 2950 to -Malwa Old\$1000 to -Malwa Older\$1050 to -Malwa V. Old \$1109 to -Persian fine quality \$750 to -Persian extra fine. \$800 to -Patna Old...........\$845 to Benares New \$805 to Banares Old..... -

STEAMERS PASSED THE CANAL. June 15th—Atholl, Polyphemus, Lacries, Ghazee. 19th—Indramaye, Monmouthshire, Istria. Sambla. 22nd- Achilles, Ningchow, Senera, 26th - Benvorlich: Ccylon, Moyco e Poona, Prinz Regent Law toold, Anch Sex. 29th - Ernest Simons. Dardanus . July 3rd-Silesia (Ger.), Sanuki Mara Den of Mains, Montrose, Siberien, 6th-Boweline, C. Ferd, Lacis, Diamed, Televatchus,

ARRIVALS AT HOME. July 6th-Indrawadi, Merionethohire. Sego.

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. Delhi left Singapore for this port on the 6th inst., at 4 p.m., and is due here. on the 11th inst., about 6 a.m. THE GERMAN MAIL.

The I.G.M. str. Seydlit sloft Kobe via Naga. saki, Shanghai and Forchow on the Sth inst., p.m., and may be expected here on or about Tuesday, the 17th inst., p.m. The I.G.M. str. Print Regent Luitpold left Colombo on Saturday, the 7th inst, alm., and

may be expected here on or about 18th inst., a.m. THE AMERICAN MAIL. The P.M. str. Korea sailed from Yokohama

for Hongkong on the 8th inst., and is due here on the 18th inst. The O. A. O. str. Coptic sailed from San Francisco for Hougkong on the 27th June.

The T.K.K. str. America Maru sailed from Ochi, Shinnew, Namazuta and Kami-Yamada San Francisco on the 30th June for this port.

THE CANADIAN MAIL: The C.P.R. str. Empress of China left best Buzen Coal. Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS. The N.Y.K. ss. Hakata Maru (Bombay) Line), left Singapore for this port on the 6th July, and is expected here on the 12th inst.

JOINT STOCK SHARES.

			OTT 12 TO E 12"
t., rs	· · · · · · · · · · · · · · · · · · ·	Hongko	ong, July 10th,
or	Çompant.	PAID UP	QUOTATIONS.
	Alhambra	\$200	\$100.
	Banks—	:	·
1-	Hongkong & S'hai	\$125	\$822; , buyers London, 292
1, 1,	National B. of China A. Shares		\$47, cum e ill
e	Bell's Asbestos E. A	12a. 6d.	\$7, x/d.
0	China-Borneo Co China Light & P. Co China Provident	\$10	574, buyers \$40. \$9, schees
۱ ،	Cotton Mille-	, ¢10	VV. SCHEEN
ſ .	Ewo	Pls. 50	Ta. 68.
	International Laou Kung Mow	$\Gamma 1s = 75^{\circ}$	Tis. 61
•	Soychee	Tta. 500	Tis. 310.
	Dairy Farm		\$164, buyers
	Docks and Wharves— H. & K. Wharf & G.		34 1
	H. & W. Dock		\$105, buyers \$150, schere
	New Amoy Dock Shanghai Dock and	\$63	\$18, setters
	Eng., Co , Let	lla. 160	Tla. 107.
	S'hai & H. Wharf	•	Tls. 212.
	Fenwick & Co., Geo	\$25	\$22, sellers
1	Green Island Cement.	\$10	\$28 ₂ , rales
	Hongkong & C. Gas Hongkong Electric!		\$175, buyers
1	H. H. L. Transways	\$10 \$100	· · · · · · · · · · · · · · · · · · ·
ł	Hongkong Hoter Co.	\$50	\$1274, sollers
١	Hongkong Rope Com-		\$240, buyer.
	H'kong S. Waterboat.	\$10 \$10	\$29, seliers
-		T = 17	• •

Insurances-		•
Canton	\$50	\$3424.
China Filo	\$20	\$86, ouyers
China Tradors	\$25	\$95, buyers
Hongkong Fire	\$50	\$3124, seller
North China	£5	11s. 8s.
Union	\$100	\$810, buyers
Yangtsze	\$60	31724, sides
band and Building-		
Hongkonghandluv.	\$100	\$112 bayer
Humphrey's Escuts	\$19	\$111, sellers
howfoon faint & B.	1.303	38, seliers
Shanghai Land Pl	s. 50 i	Tis. 1.1.
WestPoint Building	\$50 }	£52.

CharbonnagesFox, 250 \$45 , nomigal

	1.00 121h inst;	Eduna	18/10	551 sales	
	The N.Y.K. str. Kamakara Maru (European	Philippine Co	\$10.	' '	
	Line) left Shaughai for this port on the 8th inst., and is expected here on the 12th inst. The A. & O. Line str. Forley, from New York, left Singapore on the 7th inst., and is due here on the 13th inst.	1 11 11 11	\$100 \$100	\$150, seller \$20, sellers	
	The Boston S.S. Co.'s str. Shawaut sailed from Moji on the 4th inst. for Hongkong via Manila. The Mogul Line str. Ghazee sailed from Liverpool on the 31st May for China and Japan. The Barber Line str. Saint George sailed from New York on the 3rd June.	China and Manila Douglas Steamship H., Canton & M Indo-China S.N. Co Shell Transport Co Star Forry Do, New		\$30.	
}	PASSENGERS. ARRIVED. Per Zofico, from Munila, Mr. and Mrs. J. P. Raynolds, Miss C. Cleland, Messra, J. F. Hoff, meister, E. H. Foot, N. E. Bayless, Mr. and Mrs. Delmar Smith, Messes, A. P. Wilson, Walter Dennis, Mrs. A. M. Abbott, Messes E.	Shanghai & H. Dyeing South China M. Post. Steam Laundry Co Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm., Watkins Watson & Co., A. S.	\$50 \$25 \$5 \$10 \$10 \$10 \$10	\$50. \$20, retters \$6, sellers \$32. \$101 \$5, sellers \$13, side-	

United Asbestoe

Do. Foundara.....

HONGKONG TIDE TABLE.

VERNON & SMYTH,

From July 11th to 17th, 1908. To correct Zone Time add 23 min, and 18 sec.

Mr. and Mrs. A. B. Young, for Townsville, Mr.	To correct Zone Time add 23 min. and 11	8 80 <u>0</u> .		
Agnow, Miss Berth Christy, Roy J. McCarthy		LOW WATER		
Mr. and Mrs. Geo. Hudson, Rev. L. Martin, Mr. and Mrs. J. K. Mackay, Mr. W. H. Mackay, Miss M. L. Salter, Messrs. A. J. M. Simpson, C. Stadholme, Mr. and Mrs. K. A. Taylor, Miss	B T THE Height Honghoog Menn Time.	aleight		
for Melhourne, Messer, W. R. Furlance C.	Wed. 11 to 1.36 4 5 m 5.34 0 14 h 0.2	6 . m		
Fitzgerald, Mr. and Mrs. Wm. Gladstone. Mesers. G. L. Godfree, A. W. Godfree and W.	Thurs 12 m 2 il 4 4 m (9) 1 1 is a 5 6 8 1 4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Lourenson. Per Hailan, from Coast Ports, Messrs. H. P.	Frl. 13 to 3 to 4 ti m 7 ti s 2 # a 5 to 8 38 a 8 a 14 m 3 59 4 5 m (b) 8	1 2 2 .2		
White, B. W. Welker, Mr. and Mrs. A. M. Santos, Mrs Parkson, Miss Stella Ozario.	Sat, 11 m 3 29 4 5 m · b (8 5 5 a 5 5 a 5 5 a 5 5 a 5 6 m · b (12 5 5 a 5 6 a	2 5		
Per Armond Behir, for Shanghai, Messes A	Mon. 16 m. 5.28 5 4 6.9 6.15 a 3.9 11.5 a Tuo. 17 m 8 5 .5 5 1.11 a	1 8 9 3 2 4 3		
M. P. do Rozario, J. M. E. Pereira and Fireniuno do Rozario; for Kobe, Rev. Pere	7 20 B 3 8 19 35 A 1	<u> </u>		

HONGKONG METEOROLOGICAL REGISTER.

Houghong Observatory, July 10th

Previous Day On Date at Barometer 29.87 Temperature ... Wind Direction Force

Lowest open air Tomperature on 9th So TO ONGKONG HIGH-LEVEL TRAS WAYS COMPANY, LIMITED:

(MITSU BISHI CO.)

COAL DEPARTMENT

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Humidity Weather Highest open air Temperature on 9th 57

IN LIQUIDATION. TIME TABLE.

WEEK DAYS. 7.00 a.m. 7.30 a.m. to 8.00 a.m. ... Every 10 mm at es. 9.00 a.m. to 8.30 a.m. ... Every 15 min. ubor. 8.30 a.m. to 0.30 a.m. ... Every 10 minutes 9.30 à au, to 11.00 a.m. ... Every 15 mieutes. 11.30 a.a. to 12.45 p.m. ... Every 15 minutes' 12.45 pan. to 1.15 p.m. ... Every 16 minutes. 1.15 p.m. to 1.45 p.m. ... Every (5 manutos.) 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p m, to 3.00 p.m. ... Every 15 minutes 8.30 p.m. to 5.00 p.m. ... Every to mirrores. 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CAPS. 8.45 p.m. a 9.00 p.m., 9.45 to 11.15 p.m. every | hour. BATURDAYS,

Extra care at 11.30 p.m. and 11.45 p.m. BUNDAYS. 8.00 a.m. tc 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.80 a.m. ... Every 30 minutes. 9.80 a.m. to 10.80 a.m. ... Every 15 minutes, 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 700 n.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Com-

pany's Office, Alexandra Buildings, Des Vonty Road Central JOHN D. HUMPHREYS & FON. Liquidators.

Hongkong, 13th July, 19.5.

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BORNEO, &c., WITH HICH ABE INCORPORATED THE CHINA DIRECTORY

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Shimonoseki Tamsui EASTERN SIBERIA Vladivestock

Nagasaki

Hakodate

Takow

Auping

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Nicojowsk COREA Wonsan Seoul Mokpo Chemulno Fusan Chinnampo Pingyang Kunsan Songchin Masampo. HONGKONG AND ITS DEPENDENCIES MACAO

FRENCH INDO-CHINA: Hanoi Tourage Annam Haiphong Saigon Tonkin Provinces Quinhon Cambodge PHILIPPINES. Manila Hoilo BORNEO British N. Borneo Sarawak BANGKOK

STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellesley MALAY STATES Sungei Ujong Selanger Johore

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PLAN OF FOREIGN SETTLEMENTS, TIENTEIN PLAN OF TSINGTAU (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAL: PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON PLAN OF MANILA PLAN OF SAIGON

PLAN OF SINGAPORE PLAN OF PENANG PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties | Melinourne ... Messes. Gordon & Jotch concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including :---TREATIES WITH CHINA

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France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States:-Tientsin, 1858; Additional Shanghai Messes. W. Brower & Co. Commercial, 1903.

Germany:-Tientsin, 1861; Peking, 1880 Mining Concession, 1893, Japan :- Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903.

Russian .- S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treaty, 1904. FINAL PROTOCOL made between China and Eleven Powers, 1901

HONGKONG, CANTON. MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain 11. D. Jones. S.S. "POWAN, 2,338 tons, Captain W. A. Valentine. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
"HANKOW," 3,073 tons, Captain C. V. Lloyd.

8.8. "KINSHAN," 1,995 tons, Captain J. J. Lossius,
Departures from Hongkong to Canton daily at 8,30 a.m. (Sunday excepted), 9 p.m. and 10,30 p.m. Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted .

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

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Printed and Published by BERTBAM A. HALE for the Concerned, at 10A. Des Voeux Road Central, Victoria, Hongkong; London Office. 131, Fleet Street, E.C.